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CONSERVATIVE MAJORITY INCREASED.

CABINET APPOINTS COMMITTEE TO PROBE ZINOVIEFF LETTER.

INDIAN REVOLUTIONARIES DISAPPOINTED.

London, October 31.
The Conservatives up to the present have a clear majority of 210. Eleven results are outstanding.
The latest position of the parties is—
Conservatives..... 407
Labour..... 152
Liberals..... 41
Independents..... 4
Two of the Conservatives and five of the Liberals are Constitutionalists.—*Reuter.*

Mr. Livingstone retained the Western Isles, with an increased majority, in a three cornered contest.
Among the defeated candidates in the election is Mr. E. Macfadyen, who was beaten at Devozes by the Conservative Mr. Percy Hurd, by a majority of 4,350.

Zinovieff Letter Enquiry.

It is announced that the Cabinet has appointed a committee to examine the question of the authenticity of the Zinovieff letter.
The Cabinet discussed the Zinovieff letter, and it is understood one of the chief reasons for the Government's not resigning immediately was the intention of carrying out Mr. MacDonald's promise to investigate the matter. It is expected that the investigations will be completed by Tuesday.—*Reuter.*

Indian Opinion.

Delhi, October 31.
The results of the elections in Britain have been received in India with mixed feelings. Anglo-Indians are generally pleased with the prospect of a stable administration, and hope that the Indian situation, which is causing increasing anxiety, will be firmly handled by the Conservative administration.

Indian political circles and the Indian Press are almost unanimously disappointed, and prophesy a gloomy future for India under a "reactionary" Conservative Government.

The extremists are pleased, and think the Conservative regime will alienate the moderates from the Government, thereby strengthening the extremist ranks.—*Reuter.*

American Comments.

New York, October 31.
Commenting on the British elections, the *New York World* hopes that Senator La Follette and his followers in the Progressive party will learn something from the defeat of a similar policy in Britain. The Conservatives are entitled to their victory, and the confidence of the people, as long as the Liberal forces exhibit incapacity to unite and govern themselves.

The *Herald and Tribune* states that Mr. MacDonald could not possibly hope to survive an attack based on the suspicion that he was sacrificing national interests to Labour's traditional sentimental fondness for the Moscow revolutionaries.—*Reuter's American Service.*

CELLO RECITAL.

MISS DALLAS FRASER AT CITY HALL.

Miss Dallas Fraser, noted English cellist, and Mr. Harry Ore, well-known local pianist and composer, delighted a large audience at the City Hall last night. Miss Fraser, who is returning from a most successful tour of Australia, appeared at the Navy League concert last week, where her playing attracted considerable attention. It is not to be wondered at, therefore, that the Hall was well filled last night again to hear this talented musician.

Boellmann's Symphonic Variations filled Miss Fraser's programme before the interval, and left her audience full of praise for her wonderful interpretations and remarkable technique. Later she offered a number of selections, including Mr. Ore's "Elegio" which was so well received that the composer was compelled to rise from his seat at the piano and acknowledge the audience's appreciation.

Unaccompanied, Miss Fraser gave an exceptionally fine interpretation of Bach's Bourée. She also played five short selections from the compositions of Purcell, Warren, Orientale, An Old French Dance, and Poppo's Gavotte were other numbers which were enthusiastically received.

Selections from the old masters composed the major portion of Mr. Harry Ore's programme. His skillful interpretations and his sympathetic accompaniment did much to add pleasure to the evening's entertainment. Mr. Ore's playing of the "Elegio" which was

OPEN SPACES.

NEED FOR MORE PLAYING FIELDS.

A writer in this month's *St. John's Cathedral Notes*, says:—"In last month's issue of *Cathedral Notes* a correspondent directed our attention to the lamentable lack of suitable playing fields for the children of the Colony. The writer suggested that if the military sites were acquired by the Government, this would provide a unique opportunity of giving a piece of this land as a children's playground.

"We feel immediately in sympathy with the views of our correspondent. It is perhaps well known that in all modern town planning schemes in England, a prominent place is given to the provision of playing fields for the young. Quite recently under the Sankey award, the 'Minors Welfare Scheme' was inaugurated, and it is significant that the miners' representatives have devoted large sums of money for this very purpose. In a recent conversation with the Secretary of the Schools' Football Association here we learned that there is but one football ground—at Causeway Bay—which has to be shared by seven large schools. The football committee has reluctantly to overlook the claims of many other schools which have no playing fields at all.

"The difficulties in the way of providing land for sports' purposes in Hongkong are almost insuperable. But in many ways the Government has triumphed over the seemingly impossible, and given a welcome lead to various public-spirited enterprises. We trust and hope when the Government is petitioned on this matter by the Institutions and individuals who have this need at heart, that it will give the generous consideration it undoubtedly deserves."

RIVER CONDITIONS.

INTERESTING CHAT WITH CAPTAIN.

"For anyone who is interested in zoology, the streets of Wuchow offer an excellent opportunity for a first hand acquaintance with a great many specimens just now," said one of the river steamship captains who has just returned from that city.

"On the main street of the city will be found for sale racoons, turtles, frogs, snakes, Siberian geese, woodcocks, snipe and many other birds, animals and reptiles. All are sold alike and the Chinese use them for either food or medicine."

Our informant stated that trade at Wuchow was brisk. He said that firewood, poultry, hides, dyes and charcoal were the principal exports and that shipping from that territory was good. Reports from the upper river (Nanning, Suchow and Posh) showed everything very quiet there. Freight rates in this territory are so high as to be almost prohibitive, he said, as much as \$7.50 a picul being charged between Nanning and Wuchow.

"Coming down the river from Wuchow I had an excellent opportunity to see the wreck of the ill-fated steamer 'Tin Sing' which went aground at Ha Look. She is now a total wreck. The whole superstructure has fallen down about the frail-looking bulk. The docks are all gone and it seems impossible for any of the ship to remain much longer," said the Captain. "It is my belief that she will never be salvaged."

VOLUNTEER OFFICERS.

THE G. O. C.'S NEW REGULATIONS.

New Regulations, made by the General Officer Commanding the Troops, under the Volunteer Ordinance, 1920, are just published.

Regulation 3 in the First Schedule to the Volunteer Ordinance, 1920, is amended as follows:—

1. By the addition of the following words to paragraph (1):—

(a) A reserve of officers.

2. By the addition of the following paragraphs:—

(13) Every officer of the Corps who shall be absent from the Colony for a longer period than fifteen consecutive months shall be transferred to the reserve of officers, notwithstanding that such absence or any part thereof may have been prior to the date of these regulations.

(14) An officer who shall have been transferred to the reserve of officers and shall thereafter return to the Colony may be transferred to the active list or retained in the reserve of officers at the discretion of the Administrative Commandant of the Corps.

(15) Members of the reserve of officers shall not be required to undergo any training or to attend at any inspection or parade but must report for duty when the Volunteer Corps is called out for actual military service in accordance with section 2 of the Volunteer Ordinance, 1920.

LEAVE TO APPEAL.

ECHO OF MOTOR CAR ACCIDENT.

At the Supreme Court this morning, before the Full Court (Sir Henry Gollan and Mr. H. J. Gompertz), Mr. H. S. Fitzroy, representing the Connaught Garage Company, was given leave to appeal against a decision of Mr. A. Dyer Ball, who awarded to Mr. Odell, a local share broker, damages in a case arising out of a motor car accident on the Pokfulam Road.

Sir Henry Gollan said that there was a point for argument, though he did not desire to deal with the facts then. Their Lordships would take the appeal on the evidence given previously and did not propose to allow any further evidence to be called.

ARMED ROBBERY.

AGED FARMER ROBBED.

The homestead of an aged farmer and his wife in Hopui Village in the New Territories, was entered by armed robbers the night before last, when a sum of \$10 was stolen.

The old man was lying in his bed, when the men rushed in, and in a few seconds he was bound and gagged. His wife, who was disturbed at her bath in a small room adjoining, was treated in similar fashion.

A \$10 bill which had been carefully concealed between the leaves of a book, was stolen by the robbers. They appeared to have a very good idea of what they wanted, for it was not until they had found this money that they turned their attention to other property in the room. A basket of clothing was opened, but its contents did not interest the robbers. They escaped after staying in the house for about ten minutes.

POPPY DAY.

HONGKONG'S BIG DRIVE.

The following telegram has just been received from Earl Haig by the Hongkong and China Branch of the British Legion:—

"700,000 unemployed British Ex-Servicemen urgently need assistance. Grateful if you can renew last year's welcome support from China.—Earl Haig."

The "welcome support" port referred to by the former leader of the British armies in the field, relates to the Colony's splendid efforts on Poppy Day last year, when over £1,000 was collected by the sale of these little red flowers for Earl Haig's Fund. This year it is hoped that this total will be doubled. The Committee of the local Branch of the British Legion, organising Hongkong's Poppy Day drive have been quietly working for some months past and heartening support is already assured. The Outposts, in particular, are responding well to the appeal.

Local arrangements are well in hand. Including Kowloon, the New Territories, the naval and military centres, etc., something like 100 ladies will be "in action" on the morning of November 11th, with their trays of poppies. In addition, Mr. Champkin has promised the willing aid of a number of his Boy Scouts. Through the central streets, a well-known little lady will sell her flowers from the back of a donkey and after the Cenotaph and Cathedral services are over, other little ladies will raid the clubs and other institutions where people are likely to congregate. In the afternoon there will be a football match (Services v. The Rest) on the Club Ground, and in the evening a grand Poppy Day concert.

KONGMOON NEWS.

MERCHANTS PAY UP.

Our Kongmoon correspondent, writing yesterday, says:—

Following the example in Kongmoon, the Commercial Chambers in the various up-country ports have also been approached by the military (presumably under instructions from General Leung Hung-kai), for loans varying from \$5,000 to more, ostensibly for the purpose of providing winter clothing for the soldiers. To all intents and purposes, these loans are tantamount to a fine imposed on the Merchants' Volunteers in connection with the recent armistice. The merchants have met the demands of the military, if only in exchange for their assurance of protection.

In Suwai, the Merchants' Volunteers have already been allowed to purchase arms and ammunition in the interest of the community.

PUT TO FLIGHT.

ROBBERS MEET THEIR EQUAL.

How two robbers were put to flight when confronted by a man who refused to submit tamely to them, was told in a report reaching the Police yesterday from Shauiwan.

The man-robber to Lyman Barracks, named Yeung Tan, was on his way to town last night, and had reached the bottom of the incline leading to Shauiwan Road, when two men sprang out of concealment from the side of the road to attack him. A quantity of pepper was thrown at him, but it did not get into his eyes as was intended. He attacked his assailants, who very soon took their heels.

The man was carrying \$300, which fact was apparently known to the robbers.

THE OPERA.

"LA TRAVIATA."

Yet another of Verdi's famous operas, "La Traviata" was produced by the Italian Grand Opera Company at the Theatre Royal last night, when a further success was registered. There was, perhaps, not quite so large an audience but there was almost unbounded enthusiasm, the beautiful music of the composition, both vocal and instrumental, being splendidly given. There is much in "La Traviata" that has become almost household by sound if not by name, more especially "The One of Whom I Dreamed," "The Round of Pleasure," "My Wild Dream of Youth" and "The Home in Fair Florence," and the whole of these were rendered with beauty and appeal.

Mile. Enna Surinach, a talented colouratura soprano, sustained the principal role of Violetta with great success, and a burst of applause greeted the conclusion of all her more important numbers. Signor Emanuele Gilletta, a powerful tenor, was also really splendid as Alfredo, whilst Signor Sorangoli as Germont (Alfredo's father) completed a trio of principals, better of which has rarely, if ever, been heard here. In every other department, the rendition was also good, and those fortunate enough to be present enjoyed a real musical treat.

To-night "Rigoletto" is being produced—in the name part of which Signor Sorangoli has already made himself so widely known here.

RUBBER RESTRICTION.

EXPORTABLE PERCENTAGE

London, Oct. 31.
It is officially announced that the percentage of standard production of rubber exportable on the minimum duty from Ceylon and from Malaya for the quarter beginning November 1st has been fixed at fifty.—*Reuter.*

PRINCE RETURNS.

HIS WONDERFUL HOLIDAY.

London, Oct. 31.
The Prince of Wales arrived at Southampton aboard the s.s. *Olympic* from America.

He gave a message to the Press saying he had had a wonderful holiday, but was glad to get home again. He paid a tribute to American and Canadian hospitality and kindness.—*Reuter.*

TO-DAY.

Chinese Exchange 2. 4 1/2 1/2
Lighting Up Time 4.45 p.m.



I am very gratified to think that the short poem which I addressed to oysters last May in my weekly *causerie*, adjuring them to put on as much fat as possible during the close season, has borne such good fruit. The autumn crop I learn from credible sources (including my own palate) is a very plump and



I alas am not artistic. Rather, I'm materialistic. Me, forsooth, there's no art-stuff in. Hence to me your glad arrival But suggests the prompt revival Of the crummet and the muffin!

At a recent church bazaar in North London one of the competitions was "guessing the vicar's weight." As a variation from the dear old game of guessing the curate's size in slippers it is very welcome.

Being a centenarian seems to be a very healthy profession. All the members of it one reads about live to be at least 100 years old, and during the past fortnight I have read in the papers of no fewer than seven centenarians who have recently celebrated three-figure birthdays. None of them, however, claims to have danced on the eve of Waterloo, although one, a venerable Scot, claims to have danced on one New Year's Eve on the platform of St. Pancras. Not so very long ago people who claimed to be centenarians and had not danced at the famous ball were regarded as impostors, and this naturally led to much deception. In order to be on the safe side centenarians began to remember dancing on the eves of Sedgemoor, Crecy, Agincourt, and the First Crusade. But it was not until one ancient worthy claimed to have danced with Helen on the eve of the Trojan war that it was ruled that all centenarians must henceforth be prepared to produce their birth certificates on demand, or, alternatively, to allow their teeth to be examined by a veterinary surgeon.

A roach with two distinct mouths has been caught by a pier-angler at Brighton. Several married women have since been heard to say hard things about the favouritism displayed by Providence towards the piscatorial kingdom.

An esteemed contemporary has recently started a new form of competition. It is offering prizes for "smart sayings" by the children of its readers—a very dangerous action, in my opinion, for naturally a parent's idea of a "smart saying" is deplorably biased, and I fear there will be an awful lot of heart-burning. I can well imagine the feelings of the adoring mother who, having submitted the following anecdote, subsequently finds that it hasn't even been awarded a booby prize:—"At tea yesterday afternoon my husband happened to remark on the stagnant state of the Home Railway market, when our little Eric, aged only a month, at once exclaimed: 'Goo-glug-goo-glug-ik-ik-goo-glug!' Wasn't it bright and ducky of him?"

I foresee angry and disappointed mothers reading the



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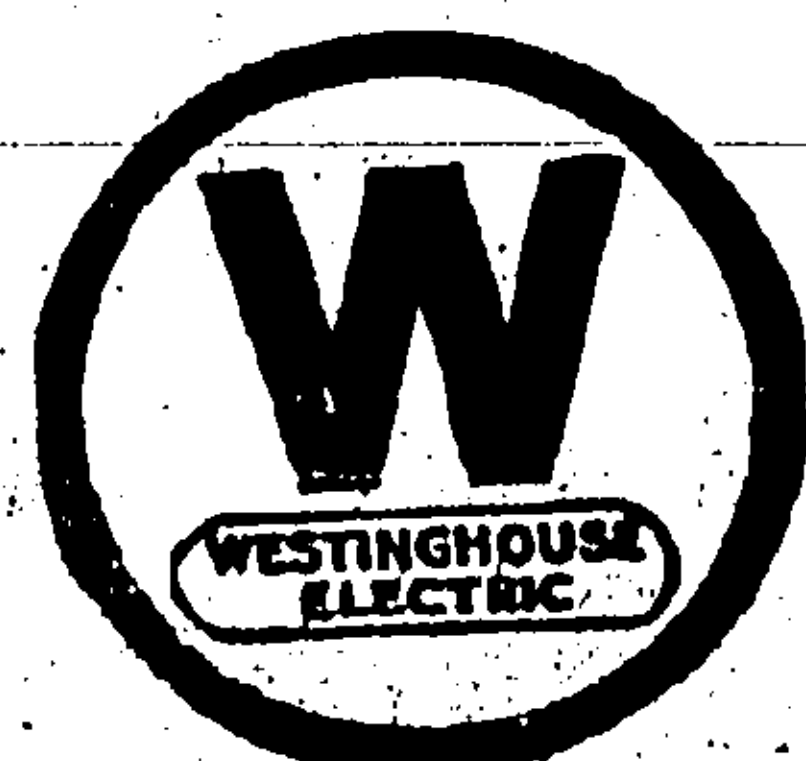
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FISHING IN HONGKONG

ANGLING CLUB FORMED.

At a meeting of fishing enthu-
siasts at the Volunteer Head-
quarters last evening it was un-
animously decided to form a
society under the name of the
Hongkong Angling Club. The
meeting was largely attended.

His Honour Mr. H. H. J. Gom-
pertz, the Police Judge, presided.

The Chairman said the meeting
had been called as a result of
various suggestions made by Mr.
Handley Pegg. Both Sir Claud
Severn and Mr. Hornell had sent
messages, expressing their regret
at being unable to be present.

They were quite sympathetic with
the promoters and were ready to
join the club if one was formed.

Mr. Gompertz said he was sure
there were many people keen in
fishing, but they had never before
come together. He remembered

two local *taipans*, who were fishing
enthusiasts. One of them, Mr.
Mr. McEwen of Jardine's, used to

keep two Chinese fishermen in his
employ and did extremely well.
The other was Mr. Bell Irving.

But there no organized effort and
consequently no unity among fol-
lowers of this pastime. About

1911 the late Sir Henry May, a
keen fisher, showed his interest by
trying to get fish from other lands

to put in the reservoirs in Hong-
kong, communicating with the
Governments of India, Canada,

and Washington. From Washing-
ton he brought back specimens of
spotted trout for the Hongkong
reservoirs, but unfortunately they

perished on the voyage.

What the Society Can Do.
The remark had reached him
that it was useless to form a
society in Hongkong in view of

the fact that fishing was a lone-
some sport and could be indulged in
either by one man alone or a few

of his pals. But in other places
over the world fishing societies
were in existence and were doing

good work. He was sure a lot of
good could be done in Hongkong
by an united effort. For instance,

if they had a society, they could
ask the Government to do things
with quicker results than if the

undertaking was carried out by an
individual. Another thing he
would like to say was the difficulty

of getting hold of Chinese fishing
boats. The conditions here were
different from those at Home,

where boats were on regular hire
to take people to fishing places.
As for himself he always relied
on his interpreter whenever he re-
quired a boat. The interpreter
got hold of the police, and more
often than not the attempt was a
failure for as soon as a boatman
knew a detective was looking for
him he would make himself scarce.

BILLIARDS.

THE GARRISON CHAMPIONSHIP.

Playing in the final of the Gar-
rison Billiard Tournament at the
Soldiers' Club last night, Sergeant
Major Goddard, R. E., defeated
Sergeant Pedder, R. A., by 42
points.

Both players scored slowly, but
after ten minutes Goddard was
45 ahead. He, however, was 20
points down when the second hun-
dred was reached. He levelled up

at 272, but failed to depose Pedder
from the lead. The loser was lead-
ing by over 40, when the third
century was passed, and reached

the four hundred mark with Dog-
ghead at 378. At this stage Pedder
was playing nervously and allow-
ed his opponent to creep up to

within three points.

From this point Goddard forged
ahead, took the lead and gradually
increasing it, eventually won by 42
points after a close and interest-
ing, if somewhat slow, game.

At the conclusion, the General
Officer Commanding (Major Gen-
eral Sir John Fowler) distributed
the prizes to the successful com-
petitors in the tournament and to
the R.E.'s team, the winners of the
Regimental tournament.

(Laughter). This difficulty could
be overcome if the Secretary of
the society kept a list of boat-
owners.

Mr. Gompertz suggested that
H. E. the Governor, who had re-
cently taken a very keen interest
in fishing, he made the patron of
the Society.

The Chairman then proposed
that a society be formed under the
name of The Hongkong Angling
Club. Mr. W. E. L. Shenton
seconded and the motion was
carried.

Officers Elected.
The Chairman next proposed that
H. E. the Governor Sir Edward
Stubbs, K.C.M.G., be made patron
of the Club. This was seconded
by Mr. Shenton and carried.

The following officers were
elected: Mr. H. H. J. Gompertz,
President; Mr. E. D. Hornell, Hon.
Secretary and Treasurer.

Committee: Messrs. J. Arnold,
Adamson, Thornhill, Galloway, E.
L. Sin, W. E. L. Shenton and Dr.
Ho.

Mr. Shenton suggested that the
Club would be greatly helping
members if it collected from those
interested in fishing data relating
to places where good catches
could be made. The difficulty in
sea fishing was to find good places.

Some fish was migratory and could
be found in particular places at
certain times. Much useful in-
formation could be given by the
members to one and other.



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EASMA ASSOCIATION.

ANNUAL GENERAL MEETING.

The Annual General Meeting of the Ex-Active Service Men's Association was held at the Easma Club yesterday evening. Mr. H. W. Chaney in the Chair, supported by Mr. T. MacReynolds, Hon. Secretary, and a full attendance of the Committee.

Mr. Chaney addressing the meeting said: It is close upon three years ago when 18 men met at the Coronet Theatre one Sunday morning and held a meeting, the result of which was the formation of the Easma Club. I have the honour to have been one of that eighteen. Though we were ambitious I never thought that in less than three years we should have a membership of 361, and that I should be addressing you as your chairman: an honour of which I am very proud.

We founded ourselves as an Association in Hongkong of men who had fought actively—most of us in the trenches—in the war, and from the moment of our foundation we incurred the opposition and even the active dislike of large sections of the community.

Much has happened since our foundation from eighteen members. Now we number 641. We have our Club premises and a bathing beach which is second to none in the Colony, and have at any rate a legal claim to a share of the Chamber War Memorial Endowment Fund. However, we are running a great danger of becoming useless and effete. I have thought of this problem during the past few months, and it has been my intention to speak to the Association on this important point. We are becoming more and more of a Club and less and less of an Association, and we shall lose our whole purpose and betray our trust, for we have, I take it, a very definite trust, and that is to see to it that every comrade in arms, now that he has returned to civil life shall have his due. If a man was good enough to fight then it was the sacred trust of the Association to insist at all times on his behalf that he be given his due in civil life, he and his children. They should that proper treatment and refuge be provided for anyone losing his honour or becoming insane, and should assist men who happened to be thrown out of employment. The temptations in Hongkong to a man out of work are well nigh irresistible and we should do our best for unfortunate comrades.

I sincerely hope that the incoming Committee will give this matter their earnest consideration.

I have to refer with great pleasure to the voluntary work done by Mr. MacReynolds, our Secretary. I cannot lay too much stress upon his qualifications, and you will agree with me when I say that the Secretaryship is, to say the least, onerous. To some, that work may pass unobserved, but it was the most difficult of any of the official positions in the Association. We hope and trust that our esteemed friend, companion and worker, Mr. MacReynolds will not relinquish the work he has voluntarily performed for the past two years with the utmost ability and tact.

Election of Officers.

President Mr. T. T. Laurensen; Vice-Presidents, Mr. Mackenzie, and Mr. H. J. Pearce; Chairman, Mr. Feltham; Vice-Chairman, Mr. Chaney; Secretary, Mr. T. MacReynolds; Committee, Messrs. Anslow, Beach, Rose, Coom, Hunt, Lensk, Roberts and Wilson.

A proposition was made that the incoming committee draft a circular letter to the Secretaries of all Clubs with reference to bad debts, suggesting a conference to discuss the matter with a view to co-operation and mutual protection. This was carried.

A proposition by Mr. T. T. Laurensen to the effect that members failing to pay their annual subscription by the end of the current year should be struck off the roll of the Club was carried.

The meeting then closed.

AEROPLANES HUNT WORMS.

Yet another unanticipated use for the aeroplane. This season a single machine has sprayed more than 5,000 acres of the South-West Texas cotton fields with calcium arsenate in the annual warfare against the boll-weevil. The new method is reported to have many distinct advantages over the old practice of spraying from the ground.

BOXING.

CARTLIDGE-SMITH FIGHT.

The articles for the contest between C. P. O. Jim Cartledge and Capt. Matty Smith for the Lightweight championship of the Colony were signed by both men last evening. The proceedings took place in the office of Mr. F. C. Jenkin in the presence of several officials of the Hongkong Boxing Association.

The fight has been arranged for Saturday, November 16th at the Theatre Royal. The purse amounts to \$1,000, of which three quarters will go to the winner and the remainder to the loser.

GARRISON TENNIS.

PRESENTATION OF TROPHIES.

The final of the Garrison Tennis Doubles Championship was played on the Garrison courts at Soekun-poo before a fair attendance which included Col. and Mrs. Russell Brown, Col. and Mrs. Butterworth, Col. Trevelyan Major and Mrs. Phillips and Capt. Haigh.

S. Sgt. Gillow and L/Cpl Randle R. A. O. C. and Q. M. Sgt. Faro and S. Sgt. Brown R. E. were the finalists and the former pair won by three straight sets, the scores being 6-4, 6-1, 6-2.

The R. E. pair opened very strongly and took the first two games, but the R. A. O. C. pair levelled up with the next two. After winning another game each the R. A. O. C. took the lead at the seventh game and won the set 6 to 4, ninth game going to deuce.

The first game in the second set went to the R. A. O. C. pair after deuce had been called six times. The R. E. won the fourth game and the set went to the R. A. O. C. by 6 to 1.

The third set found the R. E. off their game and the R. A. O. C. took it by 6 to 2, the R. E. pair winning the fifth and sixth games, the latter one after three deuces.

Col. R. F. A. Butterworth, President of the Garrison Recreation Club, carried out the duties of umpire.

Ten was served to the competitors and their friends during the afternoon.

Sixteen pairs entered for the tournament.

Col. Butterworth after apologising for the absence of General Sir John Fowler who was being held by a former engagement, congratulated the R. A. O. C. pair on winning the doubles championship also the R. E. pair on the good show they had put up.

Referring to the Garrison Tennis League he pointed out that the R. A. O. C. and two R. E. teams had tied and that in the replay the R. A. O. C. had been successful. They were fortunate that afternoon in having with them Col. Russell Brown.

Col. Russell Brown on behalf of the Sappers and Ex-Sappers in the Colony congratulated the R. A. O. C. on winning the League. His first games of tennis in the Colony was against Col. Hill and the Champions of the Tennis Doubles, and he thought at the time that was up against a tough lot.

He then asked Mrs. Butterworth to kindly present the trophies to the winners and runners-up. Doubles Champions.—S. Sgt. Gillow and L/Cpl Randle R. A. O. C. Runners-up cups.—Q. M. S. Faro and S. Sgt. Brown R. E. League Shield.—S. Sgt. Phillips, S. Sgt. Davies, S. Sgt. Gillow, L/Cpl Randle, L/Cpl Hawkins and Pte. Rodorn. Runners-up cups.—R. E. "B."—Col. Butterworth, Q.M.S. Weston, Q.M.S. Hewitt, Q.M.S. Faro, S. Sgt. Brown and Sgt. Hamblin. Spoons to R.E. "A."—Col. Russell Brown, Cpl. Trengrove, Sgt. Cockell, Q.M.S. Turner and S.C. Smith.

Col. Russell Brown thanked Mrs. Butterworth for giving away

THE TAI HANG MURDER.

A MYSTERIOUS MAN.

The hearing was continued at the Central Magistracy yesterday afternoon of the case in which a Chinese detective named Tao On was charged with the murder of Lee Kwac, a washerman, at the back of Tai Hang village on September 28th.

Mr. J. H. B. Nihill, prosecuted, and Mr. C. A. S. Russ defended.

Lee Yat, a washerman employed at the same laundry as the deceased stated in evidence that on the 28th, he was washing clothes with the deceased at a pool on the hillside behind Tai Hang Village. They were bathing together in the pool about 1 p.m. when the deceased who had just finished scrubbing himself, shouted, "Someone stealing clothes" and immediately went up the hill.

About five minutes later witness heard one shot fired. He himself started up the hillside in the direction taken by the deceased, and as he went past the matchbox saw the deceased running down towards him, followed by the accused. The two men were about twenty to thirty feet apart. As the defendant brandished a revolver he shouted to him not to fire, but the request was unheeded and another round was discharged.

The deceased was hit and fell forward. He tried to get up, but failed and rolled down. The accused came up, replaced his revolver and lifted up the deceased in a sitting position with his (witness's) assistance. Blood was oozing out from a wound in the man's back. The accused asked him to send for the ambulance. He refused, fearing that the accused would escape in his absence. The accused attempted to bolt and witness stopped him and eventually accompanied him to the Police Station.

Answering Mr. Russ witness said he saw no one except the accused and the deceased.

The Magistrate (Mr. J. E. Lindsell): What about the other man who ran down the hill and disappeared?

Witness: I never saw him.

The Magistrate: That is funny. Mr. Nihill, explained that the other man might have turned to the left of the trees and disappeared as the witness reached the matchbox. It was quite possible for the witness not to have seen him as his view was obstructed by the shed.

Mr. Lindsell: The man could not have disappeared by the time the witness reached the shed, assuming the other man was making a bee line down the hill.

Mr. Nihill replied that it was possible if the other man was on the other side of the shed. The witness would naturally look up the hillside as he was running and the other man might have managed to get below him without being observed.

The witness during his evidence said he heard no police whistle before or after the shooting. This was contradicted by an old woman who was on the hillside at the time. She said she heard two blasts before the shots.

Sub-Inspector Field, officer in charge of Bay View Station, told the Court the report which the accused made to him after the shooting. The defendant said two men assaulted him in consequence of his interference with one of them, whom he caught committing a nuisance. He blew his whistle. His assailants bolted and he fired one shot, wounding one of the men in the leg.

The case was further adjourned.

the prizes and called for three cheers which were lustily given.

Col. Butterworth called for a hearty vote of thanks to Mr. May, the Secretary, who had conducted the tennis with success during the three years he had been President of the Garrison Recreation Club.



The Cafe Wiseman Bakery is now making the world famous.

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THE WORLD'S GREATEST SCREEN STARS
I. MOZUKIN & N. LESIENKO

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THEIR LATEST 1924 MOST MAGNIFICENT PRODUCTION

"KEAN"

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ADAPTED FROM ALEX. DUMAS' CELEBRATED MASTERPIECE

There are few persons who haven't read and hold in sentimental regard Alex. Dumas' strongest masterwork "KEAN" known the world over. It is a powerfully dramatic tale, relating the life and unhappy ending of Edmund Kean, whom the critics and public alike, hailed not only as Britain's foremost actor of that period, but as one of the greatest dramatic genius of all time.

It is a picture of love and despair, of Dreams and Ashes, of Dreams. A picture that will grip and hold the poignant appeal which will reach deeply into every human heart. It is a living breathing document of real life.

Mr. MOZUKIN Europe's greatest actor on the screen, assisted by and exceptionally talented cast, comprising N. Lesienko & Nic. Kolina, is enacting a role of heavy dramatic exactions, and he succeeds in registering almost the entire gamut of emotions in a manner of such certainty that his work in "Kean" touches probably the uppermost point of the dramatic attainment of his career.

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For WOUNDS, SCALDS, ETC.

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WANTED.—In central district, Hongkong, one bed-sitting room with bath room attached. Apply to Box No. 1225 c/o "Hongkong Telegraph".

WANTED.—European with good knowledge of local import trade required by British firm. State full particulars and salary required. Apply Box No. 1226 c/o "Hongkong Telegraph".

TO BE LET.

TO LET.—Office Room in Central position. Apply—Linstead & Davis Alexandra Building.

TO LET.—One Garage at Ho-Mun-Tin, Kowloon, suitable for Two Small Cars. For terms apply to Box No. 1221 c/o of the "Hongkong Telegraph".

LIFT FOR SALE

ONE "Pickering's" Lift suitable for 60 ft. high building. Cables, motor, controls in good order, suitable seven passengers. Motor 100 v.c.t., 60 cycle, single phase or can supply new motor and controls for different voltage. Apply P. O. Box 107, Canton.

FOR SALE.

FOR SALE.—KELLET MAJOR BEING NO. 185 THE PEAK POSSESSION NEXT MAY.—H. Percy Smith No. 6, Des Vaux Road Central.

FOR SALE.—At very low price 42 feet MOTORBOAT in excellent condition—30 H. P. motor—speed 9 knots—For particulars write to Post Office Box No. 67—Hongkong.

FOR SALE.—Just arrived by the last French Mail, a very nice assortment of Parisian Evening Dresses, Winter Hats, Autumn Dresses, Woollen Dresses, Chemises, Night Gowns, Suits, Silk Petticoats and Stockings, Lace Dresses, Ladies Hand Bags, Perfumes Powder, &c., &c. Apply Mrs. ROZA, Room 21, Astor House Hotel.

LOST.

LOST between Theatre Royal and Star Ferry, Lady's SMALL GOLD MESH BAG containing Gold Vanity Box Gift from deceased relative. REWARD 5 Torres Building.

NOTICE.

HONGKONG STOCK
EXCHANGE.

THE following are members of the above Exchange.

Abraham, Ezra, Logan, W.
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Croucher, N. V. A. Potts Geo, H.
Ellis, F. M. Potts, P. O.
Gould, Joseph. Raymond, E. M.
Gutterres, A. A. Silva, P. M. N. da
Hough, T. F. Smyth, T. R.
Lammert, Geo. A. Tester, P.
Lammert, H. A. Kew Fred.

By order of the Committee,
A. NISSIM,
Secretary.

NOTICE.

HONGKONG SHARE-
BROKERS ASSOCIATION.

THE following are members of the above Association:

A. H. Carroll Sen Kon Chi
M. A. Razack Harry O. Odell
J. W. Kew Soo Poi Shao
O. Kitchell W. J. Carroll
Yip Yung Pak P. M. Hodgson
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J. F. Grose Lau Tak Po
V. Yvanovich A. A. Lopes
A. P. Groaves F. X. d'Almeida
Kemedios

H. M. H. Esmail Jack Behar
By order of the Committee,
J. W. KEW,
Secretary.

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Members of the Hongkong
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We have this day removed our office from Prince's Building, (3rd floor) to 1a CHATER ROAD, 1st Floor (next to Butterfield & Swire)
Tel: Central 1666
Cable: "COXCOM" Hongkong.
1st November, 1924.

FOR ATTENTION OF MASTERS
OF NORTH-BOUND STEAMERS.

AS, during the North-East Monsoon there is always a possibility of North-bound steamers running short OF BUNKER COAL, this is to inform you that TAIT & CO., AMOY, (a well-protected port with good anchorage) have stocks of GOOD JAPANESE BUNKER COAL AT REASONABLE PRICES.

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Harmlessly

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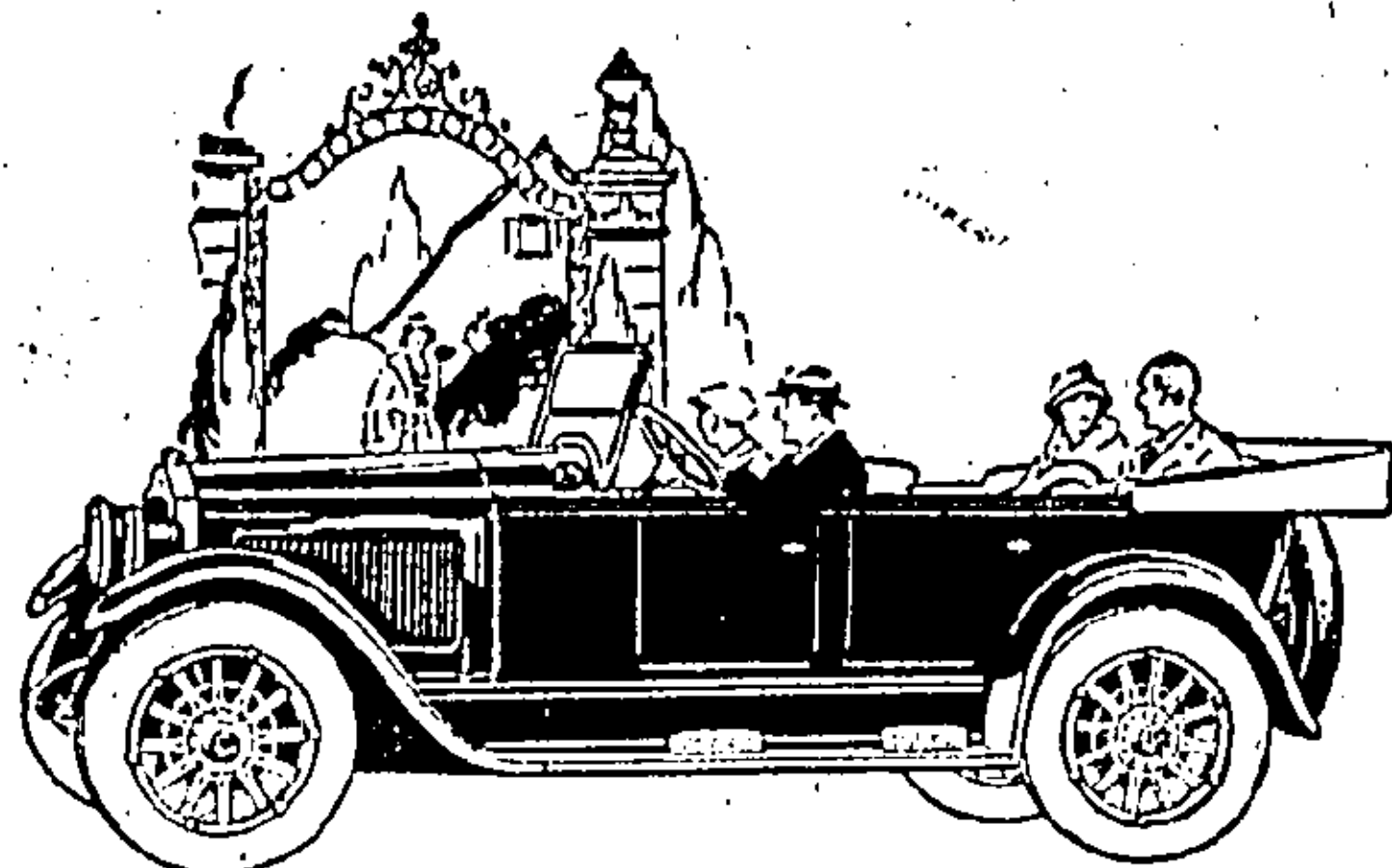
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a 1925 BUICK standard light six 5 Passenger Touring Car equipped with BALLOON TYRES and Four Wheel Brakes, etc.

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TESS OF THE STORM COUNTRY.

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NORMA TALMADGE
In the Beautiful Colossal Historical Romance
ASHES OF VENGEANCE.

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WHITE AND UNMARRIED
A romance of a dashing young Yankee bachelor who started out to "do Paris—and did."

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WE HAVE THIS DAY REMOVED OUR OFFICES TO NO. 1 DUDDELL STREET, FIRST FLOOR.

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THE Undersigned have received instructions to sell by Public Auction on

Monday, the 3rd Nov., 1924.

commencing at 11 a.m. at No. 23 Godown Upper, The Hongkong & Kowloon Wharf & Godown Co., Ltd. Kowloon (for account of the concerned) 250 Boxes American Tinplates, Unassorted Coke Quality, 112 Sheets x 100 lbs. 14" x 20"

Terms—Cash on Delivery
LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Tuesday, the 4th Nov 1924.

commencing at 11 a.m. at Hol's Wharf, Kowloon. (for account of the concerned) A Quantity of Miscellaneous Goods

Comprising:—
Cistern, Iron Bars, Rivets, Half-round Bars, Railiron, Steel Plates Earthen Cutter, Galvanized Sheets, Bolts & Nuts, Round Bars, Flat Bars, etc., etc.

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LAMMERT BROS.
Auctioneers.

THE Undersigned have received instructions to sell by Public Auction on

Monday, the 3rd Nov. 1924.

commencing at 11 a.m. at Godown No. 30, Lower The Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon

1 Case Vichy Water (stored in Godown No. 24 of the above Godown Co.)

1 Bble. Shooks Box (stored in Godown No. 9 of the above Godown Co.)

5 Bales Hemp (stored in Godown No. 47 of the above Godown Co.)

1 Case Phos, Baking Powder (stored in Godown No. 50 of the above Godown Co.)

30 Cases Crown Cork (stored in Godown 2 Upper of the above Godown Co.)

1 Case Tea (stored in Godown No. 9 of the above Godown Co.)

1 Bag Wall Plaster (stored in Godown No. 9 of the above Godown Co.)

1 Cases Box Straps (stored in Godown No. 8 of the above Godown Co.)

7 Bags Wall Plaster (stored in Godown No. 8 of the above Godown Co.)

1 Case Dumbbells (stored in Godown No. 22 of the above Godown Co.)

1 Case Dried Apples (stored in Godown No. 8 of the above Godown Co.)

Terms—Cash on Delivery
LAMMERT BROS.
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PUBLIC AUCTION

By Order of the Mortgages Messrs. Lammert Bros.

have received instructions to sell by PUBLIC AUCTION,

on FRIDAY, the 7th day of November, 1924,

at 3.30 p.m.

at their Sales Room, Duddell Street, Victoria, Hongkong. Viz:—

The following Valuable Leasehold Property situated at Victoria Hongkong, Viz:—

ALL THAT piece or parcel of ground situated at Victoria aforesaid and known and registered in the Land Office as the REMAINING PORTION OF SECTION B OF INLAND LOT NO. 176

Together with the message erected thereon known as No. 29 Graham Street Victoria aforesaid Term 924 years from 31st August 1919 granted by an Extension of Crown Lease dated 1st July 1862 (being an extension of the term granted by the original Crown Lease of Inland Lot No. 179 dated 11th October 1844). Proportion of Annual Crown Rent \$5.55 Area 962 square feet.

For further particulars and conditions of sale apply to:—

Messrs. JOHNSON, STOKES & MASTER,

Prince's Building, Ice House Street, Hongkong.

Solicitors for the Mortgages or to Messrs. LAMMERT BROS., The Auctioneers, Hongkong, 31st October, 1924.

CHINA AUCTION
ROOMS.

PUBLIC AUCTIONS

China Building, Ground Floor.

[If you have anything you would like to sell, exchange or advertise, send it to the CHINA AUCTION ROOMS, E. V. M. R. de SOUSA, Auctioneer, Tel. C. 4453.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction for account of the concerned on

FRIDAY, the 31st OCT., 1924, at 2.30 p.m.

at the CHINA AUCTION ROOMS, China Building, Ground Floor.

Valuable Blackwood & Teakwood Furniture & Household goods comprising:—
Chesterfield Sofas & Chairs, Teakwood & Brass Bodsteads, Wardrobes, Dressing Tables, Washstands, Sideboards, Glassware and Cutlery, Electric Reading and Table Lamps, also

BLACKWOOD WARDROBES & CABINETS, BLACKWOOD WRITING TABLES, BLACKWOOD MAHJONG TABLES, BLACKWOOD SETTEE AND CHAIRS, BLACKWOOD TEAPOTS & FLOWER STANDS, BLACKWOOD SIDE TABLES, TYPEWRITERS, GRAMAPHONES, TIENSTIN CARPETS &c., &c.

1 PRISM BINOCULAR BY ZEISS.

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PARTICULARS AND CON-
DITIONS OF SALE

of the
Valuable Leasehold
Properties

situate at
Victoria in the Colony of
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and known as

Section A of Inland Lot No. 142 together with No. 12 MORRISON STREET and Nos. 331 and 333 QUEEN'S ROAD CENTRAL

thereon and the Remaining Portion of Section A of Inland Lot No. 148 together with No. 18 CAINE ROAD thereon.

in Two Lots

to be sold by
PUBLIC AUCTION

on
THURSDAY, the 20th day of
November 1924,

at 3 o'clock p.m.

at their Sales Room, Duddell Street, Victoria, Hongkong, by Messrs. LAMMERT BROS., Auctioneers.

For further particulars and conditions of sale apply to:—

Messrs. JOHNSON STOKES & MASTER,

Mortgages' Solicitors, or to Messrs. LAMMERT BROS., The Auctioneers, Hongkong, 31st October, 1924.

BY ORDER OF THE SECOND
MORTGAGE

PUBLIC AUCTION

of the
VALUABLE LEASEHOLD
PROPERTY

Situate at Kowloon in the Colony of Hongkong and known as Section A of Kowloon Inland Lot No. 1593 subject to a First Mortgage mentioned in particulars and conditions of sale and to the principal sum of \$50,000.00 and interest thereby secured to go with the building thereon known as No. 1A Nathan Road,

to be sold by

Messrs. LAMMERT BROS., Auctioneers,

at their Sales Room, Duddell Street

on FRIDAY, the 31st November, 1924, at 3 o'clock p.m.

For further particulars and conditions of sale apply to:—

Messrs. LO AND LO,

2nd, Mortgages' Solicitors or to Messrs. LAMMERT BROS., The Auctioneers, Hongkong, 30th October, 1924.

Hughes & Hough
LIMITEDIMPORTERS, EXPORTERS AND
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PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction, (for Account of the Concerned),

on TUESDAY,

the 4th November, 1924, commencing at 2.30 p.m., at their Sales Rooms, No. 8, Des Vaux Road, Corner of Ice House Street, Valuable Teakwood and Blackwood Furniture, and Household Sundries, &c., &c.

Comprising:

Dining Suites, Chesterfield Sofas, Arm-chairs (new), Tea Tables, Teak wood Beds, large and small Wardrobes, Dressing Tables and Chairs, Washstands, &c., Sideboards, Dinner Wagon, Dinner Sets, and Glass Ware, Cutlery, Electro-plated Ware, Electric Reading Lamps, Teakwood Screens, Blackwood Teapots, Marble-top Flower Stands, Side Tables and Cabinets, &c., &c.

Also

1 Enamel Bath, 1 large carved Blackwood Curio Stand, a few lots of Italian Marble Statuettes, 1 Piano (Stuart, London), and 3 new Carpets.

(Full Particulars from Catalogue). Terms—Cash on delivery.

HUGHES & HOUGH, LTD., Auctioneers.

Hongkong, 30th Oct., 1924.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

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Hongkong, 22nd Oct., 1924.

B _____ ?

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"KEAN"

FINAL SHOW TODAY
DON'T MISS IT

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THE Undersigned has received instructions to sell by PUBLIC AUCTION for account of the concerned on

TUESDAY, the 4th, Nov., 1924

at 2.30 p.m.

at the CHINA AUCTION ROOMS, China Building, Ground Floor.

1 7-SEATER 6-CYLINDER BUICK MOTORCAR, IN GOOD RUNNING ORDER and CONDITION.

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E. V. M. R. de SOUSA, Auctioneer.

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TO-DAY and TO-MORROW only



NORMA TALMADGE in "THE MOTHS" A Selznick Picture

NORMA TALMADGE

in

"THE MOTH"

Her Greatest Emotional Drama.

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Just arrived from the most
FAMOUS PARIS SALONS

A large consignment of
TRIMMED HATS

at moderate prices.

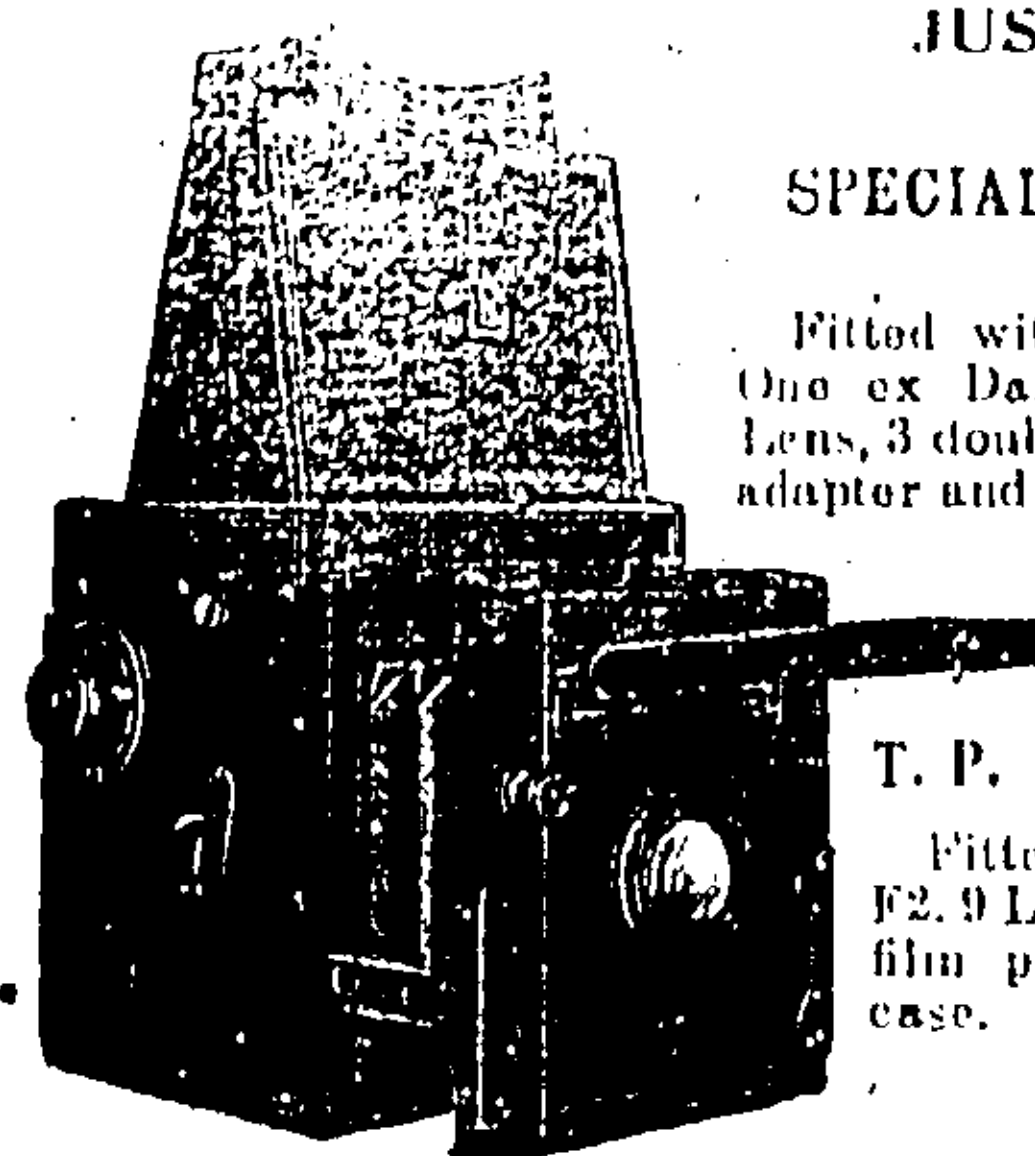
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FLETCHER'S HAIR TONIC, which invigorates the scalp and gives new life to dull and falling hair.

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SPECIAL RUBY REFLEX
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INSPECTION INVITED.

HUNT FOR POTEEN.

Irish Police Methods Condemned.

An extraordinary story of a
hunt by Civic Guards for illicit
spirit, was told at Moyville
(Down) District Court, when
a sixteen-year-old boy was
charged with having a quart of
spirit in his possession, says a
London derry message.

The Guards stated that after
growing beards and dressing in
ragged clothes they drove up
with a pony and trap to the
house of defendant's father.
They represented that they were
out purchasing poteen, and asked
a younger boy if he had any.
He told them to wait until his
father came. Defendant came
up, and when asked if he had
any poteen he inquired how
much they wanted. They said a
gallon. Going up to the mountain
with a bag on his back
defendant soon returned with a
quantity of illicit spirit in a jar.
When he was going to measure
it out the purchasers revealed
that they were Guards. The
defendant fled; but was captured.
The solicitor for the defendant
described the action of the Guards
as contemptible. They had com-
mitted a felony to trap the boy, and
they should be ashamed of them-
selves. The record of the Guards
had been sullied by this action.

District Justice Walsh said he
frankly disliked the method
by the Guards in this case. The
poteen traffic must be put down,
but it was more important that
the confidence of the people in
the fair administration of the law
should be maintained. He found
the case proved, but would inflict
no penalty.

FAMOUS BEAUTY SPOT IN DANGER.

The famous Cascades of Tivoli
have been purchased by a large
industrial concern for the purpose
of utilising them for electrical
energy. There is great indigna-
tion against the authorities for
allowing this beauty spot to be
used for commercial enterprise,
and the Artists' Society of Rome
has sent an energetic protest to
the Minister of Instruction. The
citizens of Tivoli are also much
concerned, as the cascades are
the rendezvous of all tourists
visiting this part of Italy.

How to judge a lamp

By:

- (1st) Brightness of the Light.
- (2nd) Life of Lamp.
- (3rd) Consumption of Current.

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b RIGOLETTO—Quella o quella Caruso
- 3027—*a* RIGOLETTO—Piangi fanciulla Galli-Curci-De Luca
b ROMEO & JULIET—Ah! ne fais Bori-Gigli
- 6016—*a* ELISIR D'AMORE—Una furtiva lagri Caruso
b RIGOLETTO—Parmi verber le lagtime Caruso
- 6041—*a* RIGOLETTO—Provero Rigoleto! (with Chel) Amato
b RIGOLETTO—Corrigiani, vil razza, etc. Amato
- 6126—*a* RIGOLETTO—Caro nome Galli-Curci
b TRAVIATA—Ah, fors' e lui Galli-Curci
- 6213—*a* TRAVIATA—Ah, fors' e lui Melba
b RIGOLETTO—Caro nome Melba
- 6432—*a* RIGOLETTO—Tutte le feste al tempio Galli-Curci
b PURITANI—POLONAISE—Son vergin vezzosa Galli-Curci
- 11001—*a* LUCIA—Sextette Sembrich-Caruso-Scotti-Journet, etc.
b RIGOLETTO—Quasi Caruso-Sembrich-Scotti, etc.

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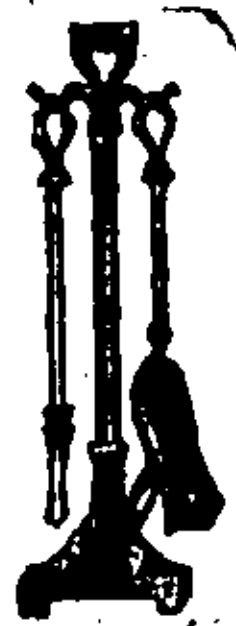
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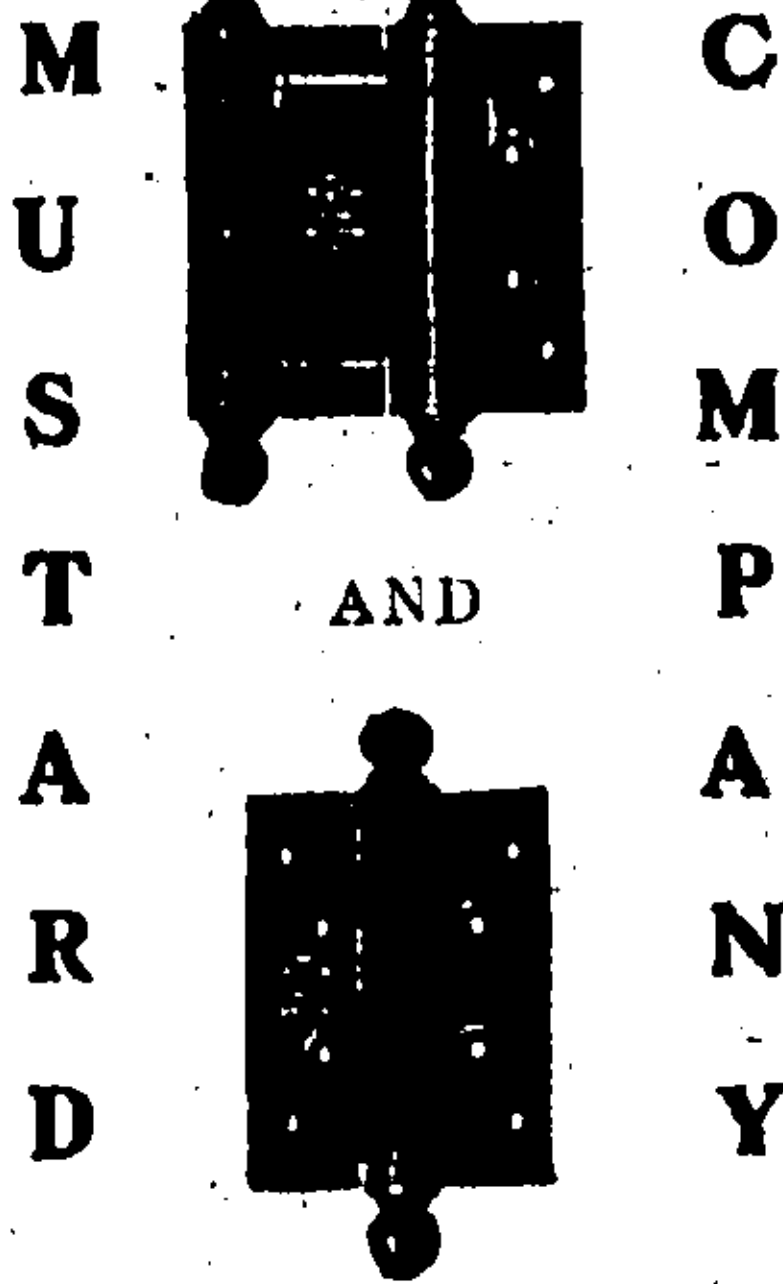
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The Telegraph.

HONGKONG, 1st Nov., 1924.

THE VITAL ISSUE.

The air is full of election. Not only has Britain just been through one of the most epoch-making elections within recent years, but a general election is pending in Germany, whilst on Tuesday there begins the Presidential election in the United States. And in all three countries people either have been or will be asked to choose between extremely "progressive" and extremely "moderate" policies. In Great Britain there has been given a most emphatic answer, nearly half the electorate voting solidly Conservative. If one takes the combined Liberal and Tory vote (both parties were solidly against Labour) one finds that two-thirds of the voters who went to the polls sided against having any dealings with Bolshevik Russia and favoured an Imperialistic policy. The swing of the pendulum was never more pronounced and it can surely be taken as a sign of the times.

In Germany, the issues to be decided are, perhaps, more domestic. The fight is to decide between a continuance of the Marx Government policy and the new orientation by a "reactionary" Government. The main issue is to decide between a monarchy and a republic, or in other words whether the country is going to be governed by Socialists or Nationalists. While these domestic issues differ greatly from the issues which faced the British electorate, they inevitably call for a decision between the "right" and "left" and the difference is not so great after all. It will still be a case of the staid and conservative elements against the more irresponsible and forward elements, and it would not be surprising to see the German people give a mandate much on the lines as has been given in Britain. Whether a monarchy will ever again be established in Germany we have grave doubts, but we are quite prepared to see a decision in favour of stability as against experiment. If we turn to the United States we can see a similarity in the vital issues of the election, though the object of the election is altogether different. The great parties which are seeking the appointment of their nominee as President represent, in more or less degree, the great parties in Britain, the essential characteristics of the Republicans being those of our

Conservatives, whilst it might be said that the Democrats are our Liberals, and the Progressives our Labourites. The betting on Wall Street is six to one in favour of President Coolidge's return, and here again it would seem that the people, if they are going to err at all, are going to err on the side of caution.

That is the key-note, we think, of present day political tendencies. Peoples are becoming sceptical of these theoretical panaceas for all our political ills and would far sooner take things as they are and try, by cautious social legislation, to maintain a steady progress, rather than embark on revolutionary schemes. The world wants to settle down in peace and quietude to a period of solid endeavour to make the existing social order better and therefore more stable. It fears the disruption and chaos inevitably consequent upon the acceptance of new social creeds, and, in the case of Britain at least, the people have very plainly said so. It will indeed be interesting to hear the voice of Germany and America.

Women M. Ps.

It is interesting to note that there are only four lady Members of Parliament elected this week, compared with the eight last year. These have been successful out of forty-one candidates, and only three of them were in last time—Lady Astor, the Duchess of Atholl, and Mrs. Hilton Philipson. There are no Labour representatives of the fair sex now, and it seems as if the Liberal ladies lost more because they had the misfortune to belong to the party which has almost been eliminated as a counting factor. This reduction of the feminine element in the premier councils of the land is one of the peculiar results of the election, which has upset calculations in so many respects. One would have thought that with the increased female vote there would have been an even greater representation of the opposite sex. However, there are those of us who are still old-fashioned enough to think that there could not be too small an element of women in the Houses of Parliament. In all that pertains to the welfare of women we have men in positions where they are able to obtain as much knowledge as the other sex, and they can look after the matters which arise in this connection at least as well as women can. Not that the presence of ladies in the House of Commons has led to any special care for their own kind. In fact, we have the case of one lady concerning herself very much with men and their morals, with the result that Hongkong has come into the lime-light more than has been necessary. But the day of stronger representation of women in Parliament is ahead, just as surely as the day of women barristers and clergy is dawning and giving promise of extending. So the old-fashioned people, especially the mere men—whom the ladies would term jealous old stick-in-the-mud—need not rejoice prematurely over the present reduction in the number of fair M. Ps.

Wu's Wooling.

We had expected Marshal Wu Pei-fu to seek a peaceful arrangement with General Feng Yuhsiang ere this, and it came as a disappointment to find that the Chihli war-lord was bent on trying his strength further. If the reports are true that the Marshal is now attempting to come to terms with his principal enemy, Chang Tso-lin, as well as Feng, then the end of China's war might yet be in sight actually as well as figuratively. But it seems to us that the foes of Wu look for an unconditional surrender, and are not likely to accept his suggestion of a return to the status quo ante. General Feng has declared Wu to be a militarist of the worst dye, whose elimination alone can bring peace to the country. Certainly, the idea of Marshal Wu retaining control of his present powerful forces, knowing his sentiments as we do, is not one suggestive of unity or permanent peaceful administration. It appears as if the war-lords are beginning to realize that they cannot hope to win a decisive victory over the opposition, and that the only solution is a round

DAY BY DAY.

HE WHO WANTS TO HAVE HIS TASK MARKED OUT, SHALL DIE AND LEAVE HIS ERRAND UNFULFILLED.—Longell.

The name of Mr. George Willis Grey has been added to the list of Authorized Architects.

First Church of Christ Scientist, Hongkong, has arranged for a free lecture on Christian Science, to take place in the City Hall, on November 17th. next, at 5.30 p.m.—Advt.

In the search for arms on board the s.s. President Madison, after its arrival here yesterday, the Police found two revolvers and 359 rounds of ammunition. No arrests were made.

The theft of a cardigan coat, valued at \$15, has been reported by Mr. D. B. Paat, of the Hongkong and Shanghai Bank, as having been stolen from his quarters in the Bank premises.

Arrangements have been made for a lecture to be given by Miss Edith C. Gray, of the Women's Protection Legion, in the Helena May Institute, on Monday afternoon at 5.30. The lecture is open to the public.

We acknowledge the receipt from the Siamese Minister of Commerce of a copy of the Ministerial Regulations relating to the Law of Weights and Measures, both in the vernacular and translated into English.

It is announced in Command Orders that the Kirkpatrick Reconnaissance Cup for 1923-24, was won by the Royal Engineers. The Hongkong Volunteer Defence Corps and the "A" Company, 1st Bn. East Surrey Regt. were equal seconds.

Lau Kui and Li Lin, both unemployed, appeared before the Marine Magistrate, Lieut. Comdr. G. F. Holo, R. N., this morning charged with boarding the s.s. Honolulu Maru without permission. They pleaded guilty and were fined \$10 with an alternative of 10 days.

Mall Singh, Indian watchman, was charged, in the Marine Court this morning, with having absented himself from his ship, the s.s. Kinsham, without permission on October 13th. On being questioned by Lieut. Comdr. G. F. Holo, Marine Magistrate, he pleaded guilty. He was fined \$25 or one month's hard labour.

NEW BILLS.

TWO DRAFTS PUBLISHED.

In the latest Government Gazette is given the drafts of two proposed Bills.

The first is intitled "An Ordinance to amend the Crown Solicitors Ordinance, 1912," and the Objects and Reasons state:—The object of clause 3 of this bill is to enable any Assistant Crown Solicitor to prosecute at the criminal sessions provided that he is a barrister or solicitor. The opportunity is taken, in clause 2, to make it clear that there may be more Assistant Crown Solicitors than one. For special reasons it is proposed that there shall be two Assistant Crown Solicitors for a few months next winter.

The draft Bill of "An Ordinance to Amend the Fraudulent Transfers of Businesses Ordinance, 1923," has the following as "Objects and Reasons":—

This bill is introduced on the suggestion of the Board of Trade. It proposes to add to the list of particulars which must be given in the notice referred to in the nature of the business transferred or to be transferred.

table conference and a mutual agreement to bury the hatchet of private ambition for the sake of a rehabilitation of the country. Unfortunately, we are unable to feel optimistic about any such arrangement, for the Chinese commanders have so far shown very little of the gleamings of patriotism which would be necessary for a pact of that nature to be strictly observed. There are still hopes, however, that Feng Yu-hsiang will prove to be the honest man everyone is looking for—though his offer of a reward for the assassination of Marshal Wu is not a Christianlike procedure, if correctly reported. But there is yet time for him to show his true calibre.

Bulls and Inners

From the Office Butts.

Heard in the Summary Court on Friday:—

Mr. Lyson: My client is in the country and is unable to get to Hongkong owing to the suspension of the junk service.

His Lordship: Hasn't he got a wife in Hongkong?

Mr. Lyson: The man's a woman, your Lordship.

O.B.I. may be, had on application.

When you see two men in the front row of a Hongkong tram and two women behind, they are married.

Danish girls are consuming more sugar, according to latest statistics. How very sweet of them.

It is estimated that five billion matches were used in the world last year. Most of them were borrowed.

An automatic plate-changing and winding device for gramophones is on the market. There is no law against it.

Better count your chickens before they hatch, than hatch them before they count.

Social note: Climbing the Peak is not the end of your ascent.

A new gas lamp uses 94 per cent. hot air. It should provide very economical lighting for legislative buildings.

Week-end report: Hospitals were in brisk demand on Sunday, but conditions were easier later in the week. Good business was done in Garages on Monday.

These elections remind us that it's an easy matter to pose as a reformer so long as you are out of office.

This Russian letter business makes us suspect that the most successful mis-statements are half-truth and half-falschood.

One sure sign that Kowloon is getting more and more like London every day, is the daily increasing cases of pocket-picking.

However much we may grumble at the high cost of living in Hongkong, we still maintain our quota of stowaways.

Furs are making their appearance here. Our office cat has disappeared.

Kowloon is better off than London in one respect. The latest returns show that the Metropolis has ninety municipal bandes, in all of which are saxophones.

Social note: Extensive popularity leaves little time for making real friends.

Money is not everything, but in Hongkong everything is money.

Every general in China is striving for peace but chaos is their middle name.

Circular letters and round tables will be used to square up the mess.

A correspondent writes asking for cushioned seats in the pit of Queen's Theatre. We marvel at his modesty. Why not free seats and a bonus for every ten times he attends.

Or better still what about the Government supplying free beer and pictures?

It was hard lines that De Valera should have been released just when the ice-cream weather was nearly over.

The best way to get at the seat of trouble with the younger generation is with a cane.

Worth knowing: An old flame won't burn your letters.

Skinny Hongkong folk who boasted they were not feeling warm during summer are finding it is going to be the same during winter.

Psychological note: One tenth of a second of garter is worth an hour of ankle.

Craigsgower last Saturday found they were Hung up.

Note for Hongkong griffins The girl who threatens to scream if you kiss her is usually struck dumb when you do.

According to a local contemporary, the election betting was 7 to 2 on a clear "Conservatory" victory. Owing, we presume, to the circulation of hot air.

We trust that the Peakito who sent his half-ton safe down on the tram this-morning, wasn't thinking of pawning the family jewels.

The O.B.I. is bestowed upon the competitor, who, in the recent motor cycle braking contest, did, with conspicuous colority, triumphantly bring his piece of animated iron to a dead-stop in fifty-seven yards!!!

We understand that the same competitor is to make a short speech at the forthcoming motor cyclists' dinner on "The Pace that Kills."

Which reminds us of chickens. Some of the hotel variety must have had centipedes for ancestors.

According to the Post, the Easmas Club spent "about \$7,000 on belief." Seeing is believing, but we can hardly believe this.

This continual hankering on the part of women for shorter skirts reminds us that brevity is the soul of chic.

Up to the present only one local newspaper has referred to "The Chinese Puzzle."

Some of these bag snatchers should get the sack.

What do the barbers get to say when the ladies are getting their hair shingled?

What tree is a flapper reminded of when she meets the barber who bobbed her hair. You clipped us!

The man who was certified insane because found swimming for no apparent reason, need not feel downhearted. He has lots of friends here.

The Devali Festival in Hongkong was apparently quite a success this year, for the Post gave an account of Indian Grand Opera at the Theatre Royal the same night.

Some of these piratical cooks are beginning to be found.

When it comes to collecting money the Canton Government can show our local charities how.

Some of the principals in last season's weddings are now living snappily ever after.

MacWhirter says travel is becoming more and more expensive. He must have seen that advertisement of the Beau's Pailour on the Empress.

Matty Smith is here. Some men are always looking for trouble.

There seem to be no flies about this new fishing club.

Which reminds us that there's also a movement afoot for a walking club.

What we want at the Interport is More runs and Quick ones.

This firing of watchmen should stop. When's a man to sleep if not at night?

The baseball fans have been called in for re-winding.

The well-known local resident who performed at the traffic point opposite Jardine's corner yesterday morning, does not really do that sort of thing for his living.

The typhoon warnings just received have nothing to do with the fact that our Unofficials will comment on the Budget on Monday.

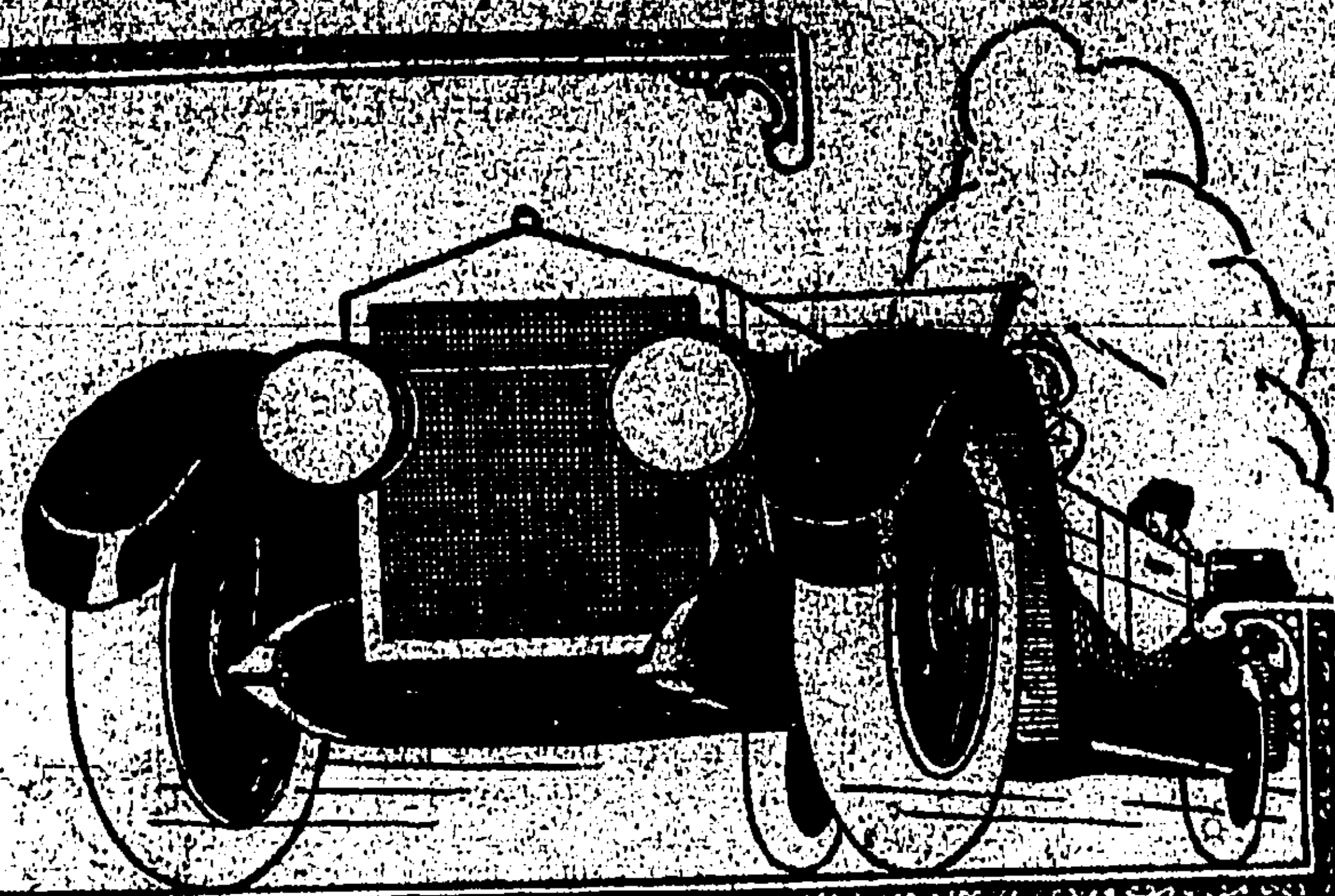
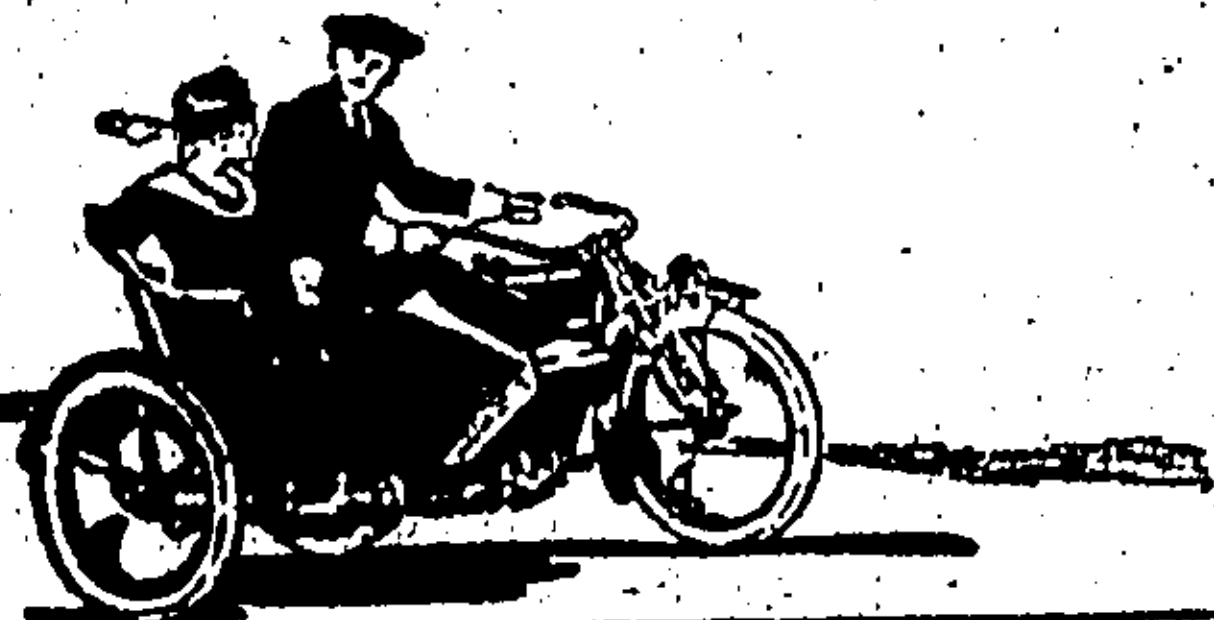
At Home, women teachers have one chance in ten to marry. Out here, it's ten chances to one they marry.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 1st November, 1924.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

The danger which previously existed on the bond by the bridge at Deep Water Bay, has now been removed, thanks to the P. W. D. It will be remembered that not long ago two serious accidents occurred at that spot, and while the drivers could not be exonerated from blame, it had to be admitted that, by night, the sharp curve leading on to the bridge, and the absence of guiding marks on the left hand side of the road made it necessary for the utmost caution to be observed when negotiating the bridge.

When driving by headlights, the road appeared to run almost straight ahead, and to a driver unaccustomed to the district, the rails of the bridge suddenly loomed up in front of his car, needing prompt action if disaster were to be avoided. By building a small timed-washed wall which guides the car safely on the curve, all danger has been eliminated.

Along the Praya towards West Point, road repairing work has made the thoroughfare particularly uncomfortable, especially for motor-cyclists. At several sections where the surface has been removed, there is no indication whatever by night that danger exists, and the unwary cyclist is liable to find himself suddenly bumping down into a six-inch drop, with the risk of acquiring an unpleasant gravel rash, to say nothing of damaging his clothes and machine. Surely it is not too much to expect that adequate lighting signals be provided.

Another spot which presents a similar danger, is where the main road is being widened just on the Repulse Bay side of Aberdeen. The left hand side, for some hundred yards or so, is about six inches higher than the right, there being an almost sudden drop near the centre of the road. Four wheeled vehicles are able to safely negotiate this, but to the "two wheelers" having to suddenly cross the road, an unpleasant skid is unavoidable.

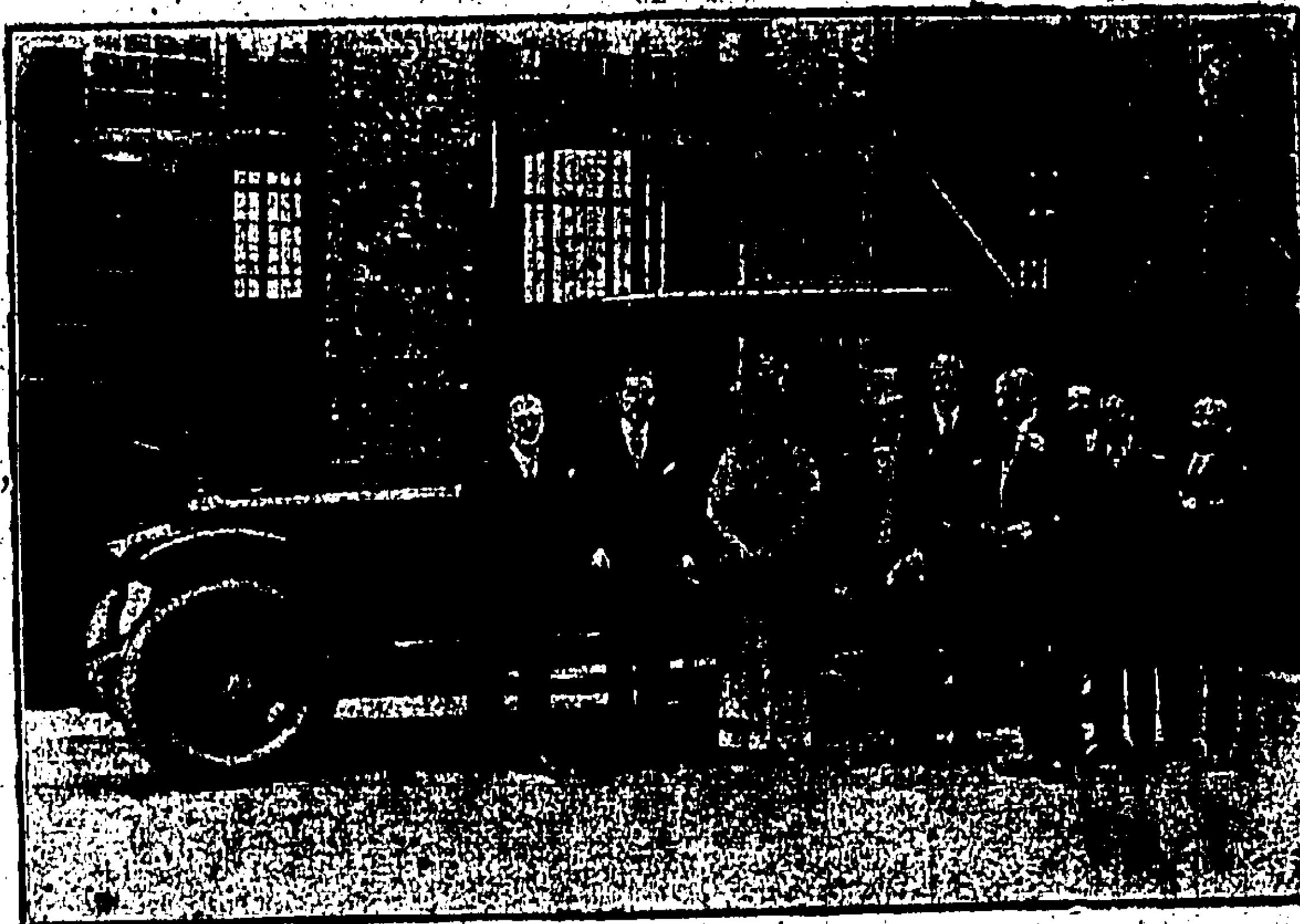
While we might quite feebly be told that "Rome was not built in a day" we do think that a little more attention might be paid to the matter of warning night riders of danger ahead.

An interesting interview appears elsewhere in this supplement with Mr. Frank B. Amos, who represents one of the largest American automobile factories. Mr. Amos was most convincing when putting forward the view that present day prosperity in the States is due in no small measure to the Automobile Industry. With the rapid and economical transport made possible by motor traction, it follows as a natural sequence that in countries where there are almost limitless tracts of valuable agricultural and mining country out of reach of railway facilities, the automobile presents the most effective solution to profitable development.

As Mr. Amos pointed out, if conditions were only settled in China, the produce of outlying districts would be brought within easy reach of marketing centres by means of the automobile, with the resulting prosperity to numberless small villages which would thus take a place on the local commercial map.

Motor cyclists' members of the Hongkong Automobile Association should make a special point of being present at the dinner to be held at the Hongkong Hotel. Although primarily the object is the presentation of the Harley-Davidson cup to the winner of the recent trials, it is also intended to discuss the question of further competitions in Hongkong. One has only to glance at the Home papers to know that motor-cycling sports provide plenty of fun and excitement, and there is no reason why similar functions should not be organised here. It is up to every cyclist in this Colony who would welcome an afternoon's fun on his machine, to notify Mr. Smith of his intention to be present at the dinner. The final word we would have on this subject is "Do it Now!"

H.M. KING GEORGE INSPECTS HIS NEW CARS.



Although horse-drawn State coaches and royal carriages still figure from time to time in ceremonial, modern means of locomotion are no less necessary to His Majesty, the King than to the busiest of his subjects throughout the Empire. Fourteen years have now elapsed since the 57 h.p. six-cylinder Daimler saloon bearing the Royal Arms began to become a familiar sight to Londoners. Now this vehicle, though still thoroughly serviceable, is being replaced by others of more up-to-date design, and Messrs. Stratton-Instone Ltd. of Pall Mall, have received the Royal Command to supply two new 57 h.p. Daimler chassis to be fitted with saloon bodies by Messrs. Hooper & Co. (Coach-builders) Ltd., of St. James's Street, and two other similar chassis to be fitted with special shooting brake bodies.

The firm of Daimler Limited are to be congratulated on having justified the retention of the royal patronage and perhaps even more remarkable is the record of Messrs. Hooper & Co., who, in designing and building the bodywork of the royal cars, are merely carrying on an old tradition. All the motor bodies of the cars owned by the King, the Queen, Queen Alexandra, the Duke of Connaught, and Prince Arthur of Connaught are "Hooper-built," as were those of His Majesty, the late King Edward. Founded more than one hundred years ago, the firm of Hooper from the very first represented the highest standard of British coach-building. The firm still owns a carriage built by them for Prince George of Cambridge in 1845. More recently, Hooper's prepared and decorated Queen Victoria's Jubilee carriage. Later, they built the great State Landau for the Coronation of King Edward VII. For sixty years they were coachbuilders to Queen Victoria and for thirty

years they have fulfilled the same functions for King George. The royal Warrants granted to them run unbroken from 1830.

The King's new Daimler chassis are unusual, inasmuch as the firm's current range does not normally include 57 h.p. six-cylinder cars. A limited number have, however, been specially constructed, those not required for the royal service having been taken over by Messrs. Stratton-Instone for disposal in the ordinary course of business.

As regards the chassis, a salient feature is, of course, the powerful six-cylinder sleeve-valve engine with Daimler lubrication system and two entirely independent ignition systems. The engine drives through a single plate clutch and a four-speed gear box and finally through Daimler-Lanchester underlining worm gearing. A feature is the four-wheeled braking system on the latest Daimler principle. This gives complete immunity from skidding, and a single adjustment takes up the wear of all four sets of brake shoes without disturbing their correct setting. The adjustment is made by a hand wheel, situated in an accessible position under the bonnet.

The wheelbase of the King's cars is no less than 13 ft. 6 in., but nevertheless the coachwork has been managed to avoid producing an effect of excessive size. Exceptional head room is, in fact, provided, a very necessary feature since the occupants must often wear specially high head-dresses. Nevertheless the general appearance is symmetrical and does not give the impression of great height.

The coachwork throughout is as near perfection as human skill can render possible. The finish is dignified and simple. The exterior fittings are of brass, but even this metal is not greatly in

evidence, so that there is nothing ornate about the look of the cars. These are painted in royal claret picked out with vermilion, the royal arms being beautifully hand-painted on each side and on the back panel. The interior upholstery is of buttoned royal blue leather. The doors are made specially wide, not only to facilitate entry and exit, but also in order that the clearest possible view of the royal occupants may be afforded to those watching the passage of the car. With this same consideration in mind, their Majesties do not use the back seat, but are accommodated in two fixed bucket seats comfortably situated midway between the points of contact of the four wheels with the ground. The back seat is used by equerries and ladies in attendance, the ordinary distribution of accommodation being in that respect reversed. The interior fittings are all of silver and are carried in very plain but elegant mahogany mounts with no inlay work.

The King's cars are, of course, privileged to dispense with the ordinary number plates. During the day they may be readily identified by the display of the Royal standard and at night a special blue signal lamp is carried so that the police may at once distinguish the car and give it right of way.

The personal interest taken by the King and Queen in the work of Messrs. Hooper and of the Daimler Company has been evidenced by their personal visit to Messrs. Hooper's factory, where they inspected the cars in detail prior to their delivery. On this occasion they were received by Captain G. E. Palham-Clinton and Mr. H. C. Walker, the Joint Managing Directors of Messrs. Hooper and Company. Mr. U. Stratton-Instone, Limited, also being present.

INTERESTING VISITOR.

"TELEGRAPH" INTERVIEW WITH MR. F. B. AMOS.

On Wednesday last, the *Telegraph* had the pleasure of a visit from Mr. Frank B. Amos, the Export Representative of the well known firm of Automobile Manufacturers, Messrs. Dodge Brothers, of Detroit, U.S.A. Mr. Amos, who is on his second tour of the world in the interest of his firm, had many interesting observations to make concerning the automobile industry.

Dealing with the history of the now famous Dodge car, Mr. Amos stated that the two Dodge Brothers, who were expert machinists, first started on the road to fame by making engine parts for an American manufacturer who has since become one of the world's most famous personalities, none other in fact than Mr. Henry Ford. For ten years they were associated with the Ford concern, which was then in its infancy.

During that time, over one million parts were made by the two brothers. It was in November, 1914, that the "Dodge" automobile was born, and it speaks volumes for the excellence of the workmanship embodied in the millionth car was sold nine years and one month after the inauguration of the business. Last year, the factory carried out a most interesting and instructive experiment. With the reaching of the million mark, it was decided to make exhaustive enquiries through registration figures wherever Dodge cars had been sold, to discover how many were still in active use.

A careful check was made, and although the undertaking proved a lengthy one, the result was most gratifying to the makers. No less than 92 per cent. were found to still be in service. In connection with this, Mr. Amos related an interesting incident. Messrs. Dodge Brothers decided to launch a publicity campaign with this astounding fact as a foundation. When the *Saturday Evening Post* received the advertisement, the manager at first refused to publish it, explaining that the figure of 92 per cent. sounded rather too flippant, and pointing out that all statements made in the advertising columns of that paper must be bona fide. A representative of Messrs. Dodge Brothers called at the office of the *Saturday Evening Post* and produced the bulky record which had taken so much trouble to secure. The result was that not only did the advertisement appear, but Messrs. Dodge Brothers were heartily congratulated by the paper for having established such a remarkable record in the automobile industry.

Regarding the industry in the United States, Mr. Amos stated that many makers this year have suffered from the effects of over-production. This, he said, was not the case with the Dodge. At the beginning of the year, the Dodge output was 600 automobiles per day, gradually increasing to 900 per day, which figure it remains at the present time. On July 1st, 3,000 dealers had 16,000 Dodge cars on hand against which they held 12,000 orders with deposits. In the States, the life of a car is reckoned at six years, but it is the aim of the Dodge factory to place a car on the market that has an average working life of at least ten years.

One of the main features of the Dodge is the engine, which is the most powerful and reliable of its kind. It is a six-cylinder sleeve-valve engine, and is the only one of its kind in the world. It is the only engine of its kind in the world.

In the model improvements are added from time to time, but the man who buys a Dodge to-day, is assured that next year or the year after a new model will not be placed on sale which will make his own car appear obsolete. This creates a very much higher re-sale value.

Dealing with the East, Mr. Amos pointed out that in the Philippines, where automobiles were very largely used, 20 per cent. of the total number are of the Dodge make. In North China, there are 150 cars making the trip regularly across the Gobi Desert from Kalgan to Urumchi. No less than 100 of these are from the Dodge factory.

With regard to balloon tyres, Mr. Amos mentioned that experiments were made specially for the Roy Andrews expedition, and after a three thousand mile test over very rough country, it was decided that the fourply balloon tyre was unsuitable and that a sixply must be manufactured. The sixply is the standard tyre to-day, and the present Dodge models are equipped with these.

"There seems to be an impression in some quarters," said Mr. Amos, "that an intending purchaser can buy a Dodge car cheaper from a dealer in the States, and ship it over here. That is entirely wrong, for as a matter of fact, a car can be bought considerably cheaper here than from the States direct. After inland and ocean freight has been paid as well as many other incidental charges, the purchaser of a Dodge in the States would be very much out-of-pocket by the time his machine took the road here in Hongkong."

One of the main objects of the tour which Mr. Amos is making is to ensure that all Dodge owners have adequate service from the dealer from whom they purchase. "In out-of-the-way parts of the world, it is so useless for a man to buy a car which is not backed up with local adjusting or replacing facilities," said Mr. Amos, "and one of the most important questions when appointing a dealer," he continued, "is to obtain every assurance that the ultimate owners of the cars we send him, will have as much expert advice and assistance as we give to owners of our cars who live within reach of our own staff of experts."

Remarkable on the prosperity of the United States, Mr. Amos said he was convinced that the motor industry was largely responsible for that happy state of affairs. "There are six million farms in the States," he said, and from 55 to 60 per cent. of the farmers own automobiles. The increased number of automobiles has meant the opening up of new roads, and districts, which have hitherto been difficult to reach, but are now opened up and the produce brought within easy reach of marketing centres. This is naturally all for the prosperity of those who till the land."

Mr. Amos, who is the present state of affairs in China should be under the development of the country. "From conditions were settled, the automobile will prove to this vast country the wonderful aid to prosperity that it has been to the United States," he concluded.

GAROLINE KEPT URBAN.

A new form of automobile, the Garoline, has been developed by the Garoline Motor Company. It is a small, light, and powerful car, and is the only one of its kind in the world.

INTERESTING PARS.

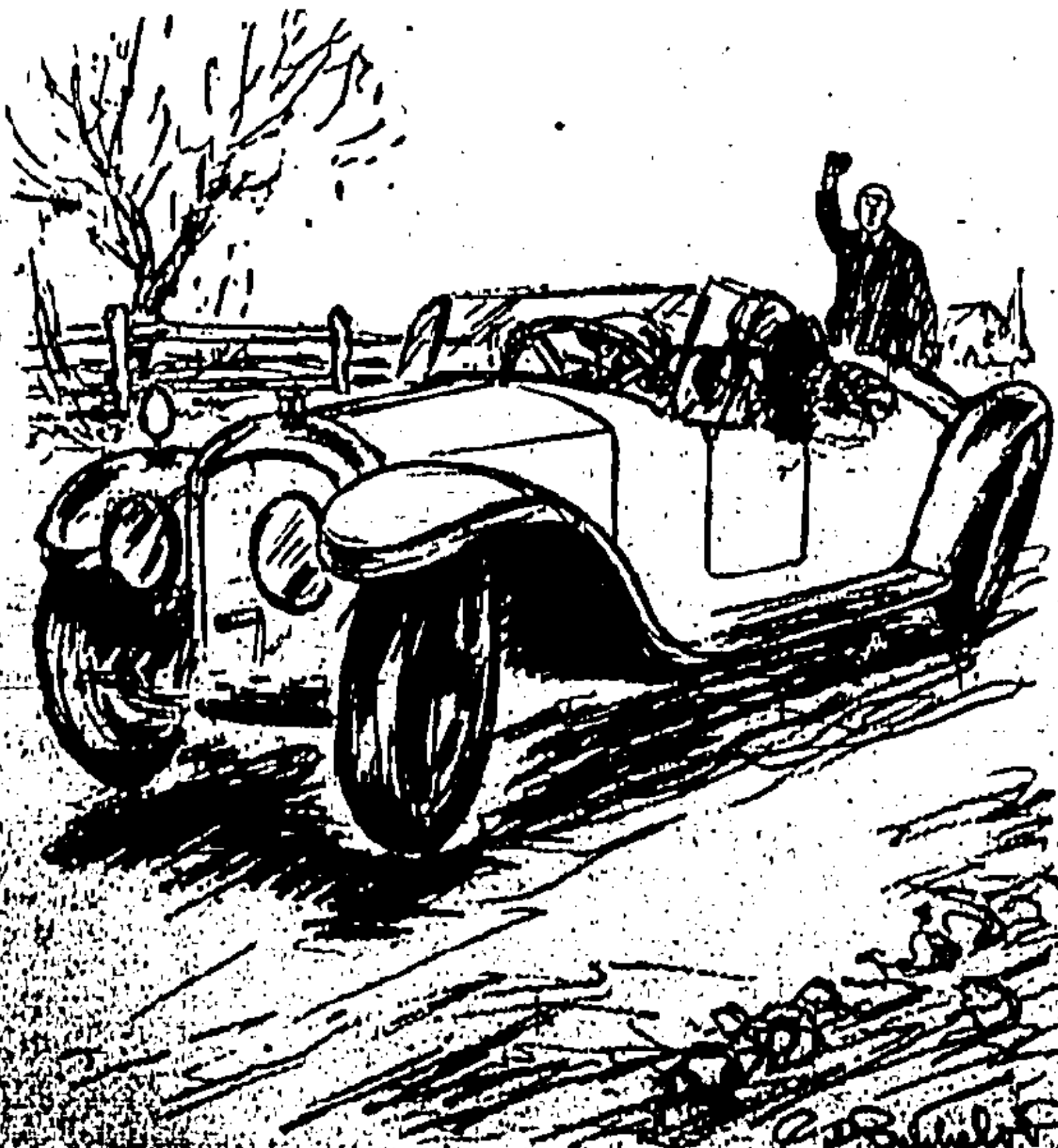
Belgium took more than 7,000 American automobiles last year. More than 112 makes of automobiles are being sold in Holland. Belgium has more than 50,000 passenger cars and 25,000 trucks. India imported nearly 200,000 cars in the last twelve months. Germany has imported more than 100,000 cars in the last twelve months. The United States is the first country to import more than 100,000 cars in the last twelve months.

There are 60 motor vehicle manufacturers and 1,900 dealers in Germany.

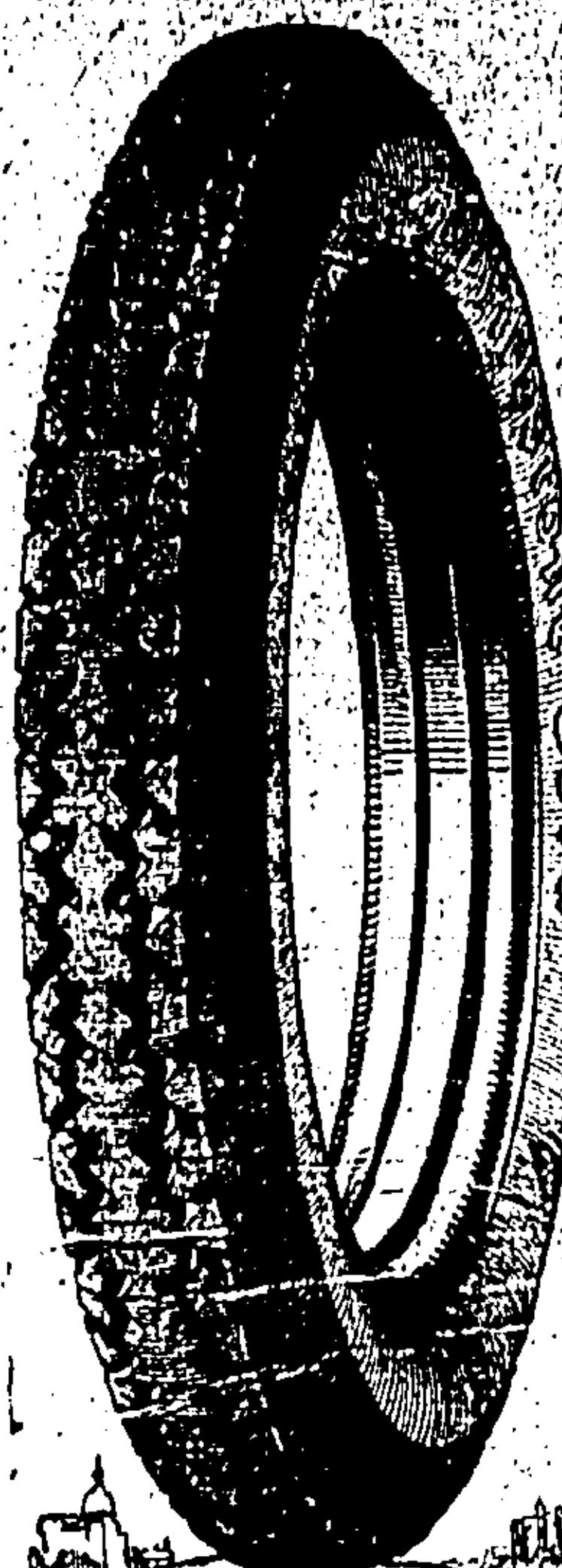
Automobiles can be imported into Germany only under permit, except in the occupied territory. San Francisco cut its motor car fatalities 14 per cent. in the first seven months of 1924. Total of 168,174 tons of rubber was imported into the United States in the first half of 1924. The United States is the first country to import more than 100,000 cars in the last twelve months.

mobile markets of the United States.

A special tax in Denmark adds about 30 per cent. to the retail price of motor cars. There are 103 British makes of cars in England, against 30 in France and 19 American. Chicago's American states show an increase of more than 10,000 motor vehicles last year. The United States is the first country to import more than 100,000 cars in the last twelve months.



Just miss that beautiful Jack. My occult told me I needed new glasses.



The Practical Reasons for Tyre Superiority

ALL the essentials of superior tyre performance are combined in the Firestone Cord.

The tread compound is exceedingly tough, wearing down evenly and very slowly. The body of the tyre is sturdily constructed of ply upon ply of gum-dipped cords, each cord completely insulated in the rubber; and internal friction, the usual cause of premature tyre failure, is prevented.

And the Firestone Cord possesses more than durability. Safety is assured by the many angles of the cross and square tread, while its pliant, flexible body protects the car and adds unusual comfort to motoring.



Most Miles per Dollar

THE DRAGON MOTOR CAR CO. LTD.

33 Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.

DRAGON MOTOR LIVERY SERVICE.

C. F. PAU, PROPRIETOR.

24, Des Vaux Road, (Hongkong)..... Central 482.

THE DURO MOTOR COMPANY.

Nathan Road, (Kowloon)..... Kowloon 226.

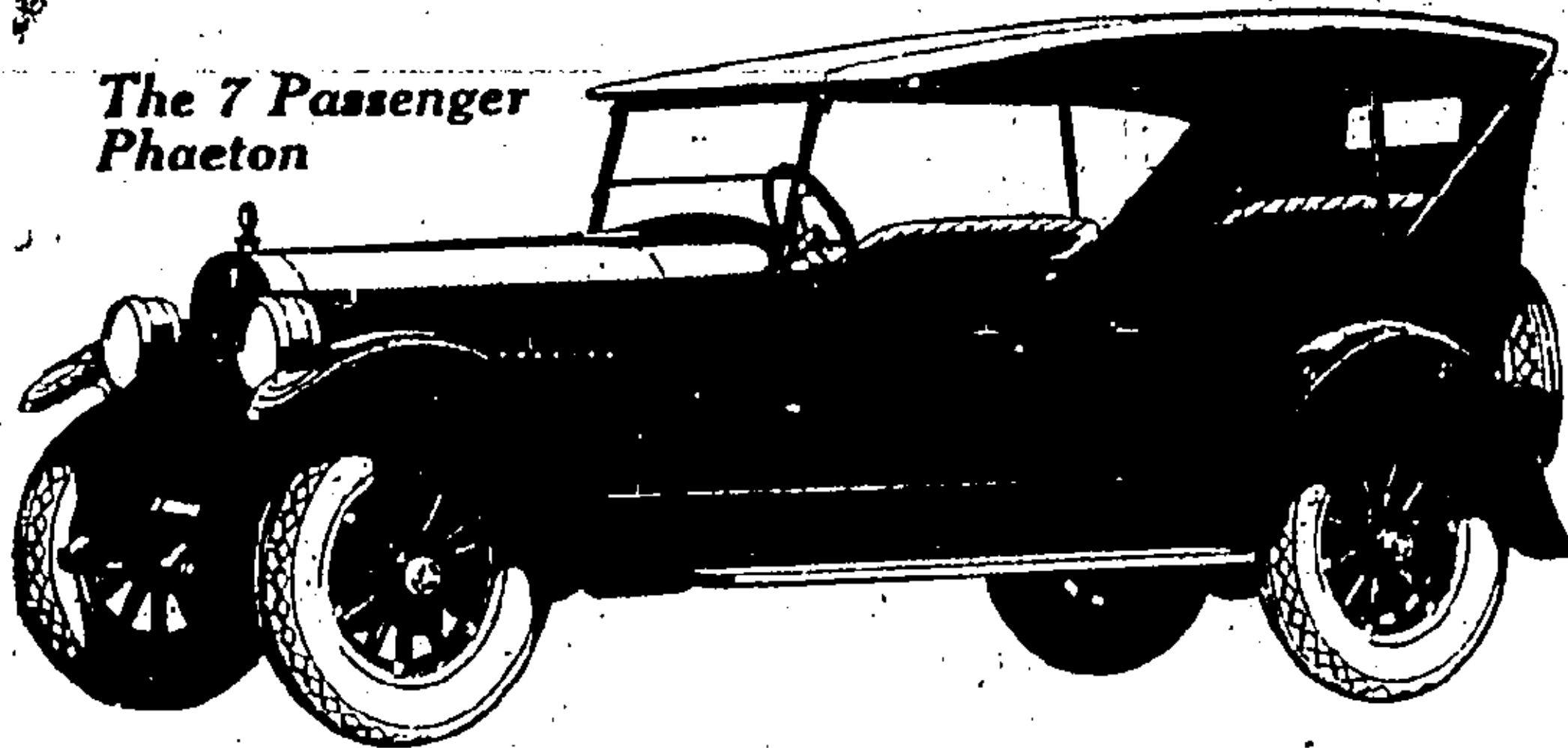
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Firestone

GENUINE BALLOON TIRES

STANDARD EQUIPMENT

The 7 Passenger Phaeton



Greatest Value HUDSON Ever Offered!

Hudson's consistent leadership in value is emphasized again in the adoption of genuine balloon tires as standard equipment on all models.

Do not confuse with "semi-balloon" types. Hudson's are genuine balloon tires. Also note that Hudson has not simply "added balloon tires." Both running and steering gear have been specially designed for the radical differences balloon tires bring. The result is the easiest steering and riding Hudson ever built.

In All Ways a Finer SUPER-SIX

Of course, as always, Hudson's chief advantage is in the superiority of mechanical design and construction.

In speed, acceleration, hill-climbing and endurance it holds marks that are famous among all stock cars. Many of its official records have

never been equalled by any car regardless of price.

In this territory, as elsewhere throughout the world, the great number of Hudsons you see in service is the best proof of the value and satisfaction they consistently render.

The Dragon Motor Car Co., Ltd.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road - - - - - Happy Valley.

ROADS IN NEW ZEALAND.
It is interesting to note road conditions in New Zealand as indicated from a report of a trip taken recently from Wellington to Auckland. In one section road is bad and jumps about everywhere and time after time it is necessary to stop. On the way back a new car was met

with the water entirely boiled out of its radiator and no liquid except ginger ale and lemonade to use.

Of another portion of the route the writer says: "Imagine a clay track for 12 miles up hills with a surface as if dozens of men had deliberately set out with spades to dig holes every

yard. In some places the holes were sufficient to capsize any car. There is no room to avoid them. One must stop, drop in and clamber out. In one hole I could see nothing but the sky as I clambered out, and my wife had to get out to see whether the next hole was immediately in front of me or not."

THE STORY OF THE ARROL-JOHNSTON CAR.

BY J. E. N.

The name Arrol-Johnston intrigued me from the first time I heard it. It was easy to guess that Sir William Arrol was connected with it—he was the first substantial shareholder. But who was Johnston? Johnston was the first touch of romance in the history of the firm. He had a small engineering shop in Camlachie. Being a benighted Southron, I have not the vaguest idea of where Camlachie is situated, but it has a delicious kailyard flavour on the tongue and it titillates my imagination most pleasantly. Even at the risk of violating geographical fact I insist on relating it by ties of character and custom to Tillydrum and Kirriemuir. I fancy I know the people who move there. And I have a very clear vision—probably all wrong—of Mr. Johnston's engineering shop: it was a cross between a forge and a builder's shop.

Into this little shop in the last decade of the century came rumours of the activity of Levasseur—a Frenchman who was making road carriages run by the vaporisation of petroleum spirit. Being truly in the succession of Watt and Stephenson, Johnston could not resist the notion, and the result of his experiments was the famous Arrol-Johnston Dogcart—one of the few practical motor vehicles running in this country in 1896. I am told that several of these Dogcarts are still working in the Highlands. Not without reason does Mr. Pullinger claim that the history of the Arrol-Johnston Company is the history of the motor car. Sir William Arrol financed this first Dogcart, and from 1896 until 1909 the Company progressed through many vicissitudes to a position of considerable success, moving to larger works at Paisley in 1900, winning the Tourist Trophy in 1905, and supplying a car to the Shackleton Antarctic Expedition in 1908.

In 1909 Dr. T. C. Pullinger arrived to take up the position of General Manager. A year later he became Managing Director, and the Company entered on a period of energetic expansion and sustained prosperity. In three years the Paisley Works were too small for his schemes, and he threw himself with tremendous ardour into the task of building a factory that would be worthy of the future he had already planned for the Arrol-Johnston car.

It was unthinkable, of course, that a patriotic Scottish firm should come south of the Tweed for the site of its factory; so the beautiful country two miles outside Dumfries was chosen. The works, which is the first ferro-concrete motor factory to be constructed in this country, is an extensive building fitted throughout with up-to-date machinery and organised on modern lines. Although to the casual observer its position seems to be a little out of the way, its railway facilities are quite adequate to cope even with the very great increase of business which has occurred during the last few years.

From 1909 to the outbreak of war, although his energies were much engaged in organising the new and wider activities of the Company, Mr. Pullinger's inventive talents were by no means idle. In 1910 he launched three new ideas which have since become standard usage. First of these was the "9" nomination of horse power; second, the unit system of construction of engine and gearbox; third, the streamline design of body and bonnet.

These innovations have exercised a considerable influence in the later development of the motor car, and have governed the constructional policy which is responsible for a long series of successful Arrol-Johnston models.

The presence at the head of the Arrol-Johnston Company of a man who is at once a first-class engineer and a first class business man has enabled the organisation to keep abreast of the times in progressive methods without indulging in sensational experiments. There is consistency and sound engineering sanity in all that the Arrol-Johnston factories have ever turned out, and a punctilious respect for this reputation has established for the Arrol-Johnston car an individual and strongly defined character which makes a powerful appeal to a large class of purchasers.

The latest Arrol-Johnston models preserve this character. The twenty horse power car is intended as much for the motorist as for the business man. It is a car of the future, and it is the

FAMOUS RACER KILLED AT BROOKLANDS.

New York, Sept. 6.—Dario Resta, internationally famous as a race driver, was killed on Brooklands speedway this week, according to cable advices from London. Resta, driving a Sunbeam, was engaged in record trials when his car overturned, travelling at 122 m.p.h. and caught fire.

Following so closely the accident on the Altona speedway in which Joe Boyer met his death, followers of motor sport were greatly shocked by two fatalities in 48 hours, each of which claimed as its victim a man who had won the annual 500 mile race at Indianapolis.

Resta won in 1916 and Boyer captured the honours this year through piloting Comer's Duesenberg to victory after his own car had gone to the pits. Of the others to achieve fame in the Hoosier classic, Gaston Chevrolet and Howdy Wilcox met fates similar to Resta's and Boyer's leaving as survivors Ray Harroun, Joe Dawson, Jules Goux, Rene Thomas, Ralph De Palma, Tommy Milton and Jimmy Murphy.

Resta came to America in 1915 after having made a name for himself as a race driver in England and France. His first appearance on this side was at the Panama-Pacific Exposition at San Francisco, where he gained instant fame by winning both the Vanderbilt Cup and the American Grand Prix, piloting Peugeot.

He followed this up with a most successful speedway campaign, which included finishing second to De Palma in the Indianapolis race of that year, a speed battle that has gone down into history.

Resta went the rest of the season in brilliant style, winning not only the opening event on the new Chicago speedway, a 300-mile race, but also capturing two special invitation 100-mile races, in which he defeated all the topnotchers, including De Palma, Rickenbacker, Burman, Mulford, Cooper, Oldfield and Aitken.

AWARDED CHAMPIONSHIP TITLE
Even greater honours came the following year, 1916, when Resta not only won the 500-mile sweepstakes at Indianapolis, but went through the season with such great success that at the end he had captured the title of champion driver, awarded by the American Automobile Association for the first time.

Soon after this Resta retired from racing to become representative of the English Sunbeam in the U.S.A. with headquarters in New York. The lure of racing was too strong for him, however, and last year he drove in the Indianapolis race as a member of the Packard team.

THORNYCROFT MOTOR VEHICLES.

A STRIKING PROOF OF THEIR ECONOMICAL SERVICE.

Spending money to save money is not an easy matter, for the economy of a wise purchase is not always evident at first. When British manufactures are often so comparatively high in price to similar goods of American or foreign manufacture, it requires no small amount of courage and good faith in British products for buyers to purchase them at higher prices, but frequently the wisdom of this is revealed by after experience. Many examples might be cited, but the one that has prompted these remarks is the experience of a British engineering firm who purchased a Thornycroft 5-ton lorry to replace a similar vehicle of foreign manufacture they had previously used for the transport of their manufactures. Careful records were kept of the work of both on regular journeys, and it was found that the Thornycroft vehicle completed them on 16 gallons of petrol, while the previous vehicle had consumed 27 gallons, a clear saving of 11 gallons of fuel on each journey.

Petrol economy is after all, but one of the many factors that go to ensure all-round economical service, but on this point alone it is easy to deduce that with such evidence of economy it is only a matter of time for the British-built vehicle to prove itself the more profitable investment.

With the increasing use of motor vehicles in countries overseas where road transport is developing, this economy should be of value to prospective purchasers and to the British manufacturer.

MATCHLESS

IN NAME AND REPUTATION.

THE MATCHLESS MOTOR CYCLE REPRESENTS THE LATEST AND BEST IN BRITISH MOTOR ENGINEERING.



3 p.h. high efficiency Side valve engine.



5 p.h. Low Compression o.v.h. Single cylinder engine.



8 p.h. J. A. P. latest type touring (side valve) 50° V. twin touring engine.

All the above electrically equipped and complete with full kit of tools. Speedometer and Horn.

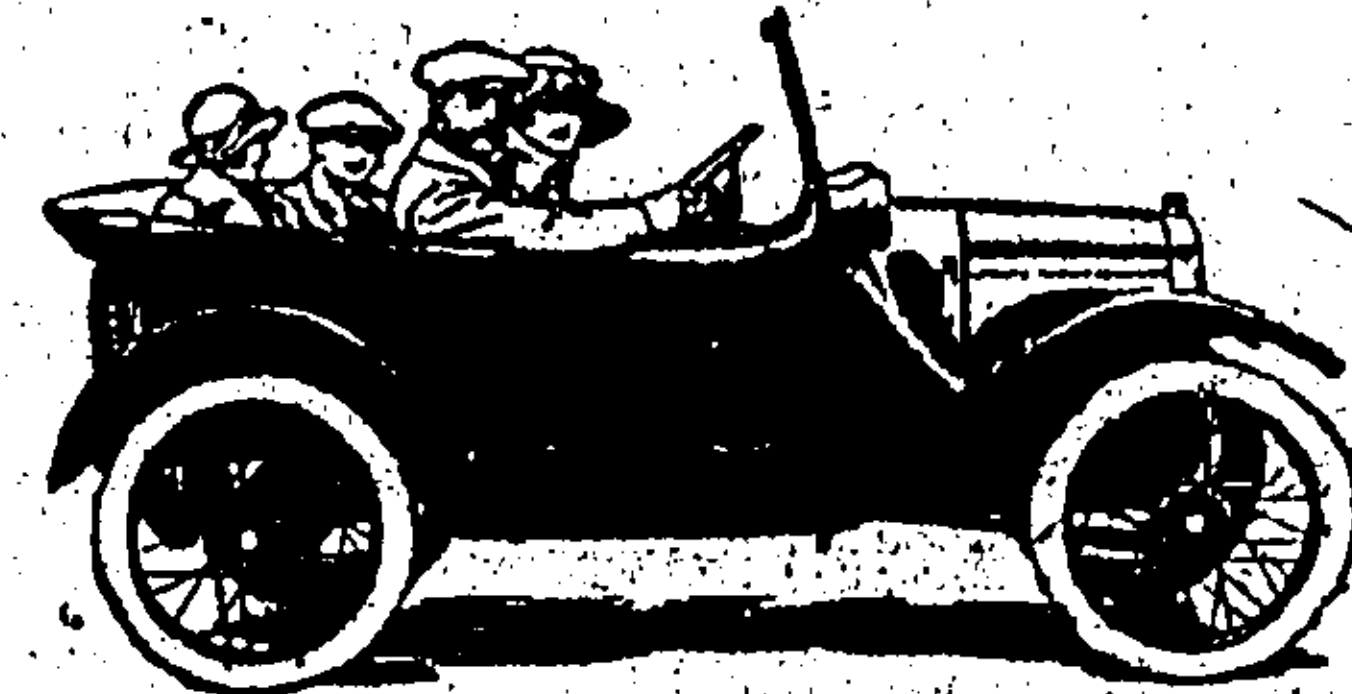
NEW MODELS NOW IN STOCK.

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THE HONGKONG & SHANGHAI HOTELS, LTD.

BRITAIN'S LEADING LIGHT CAR.

The *Austin* Seven

Gives car comfort and protection at the price of a combination. Running cost is under 3 1/2 cents per mile for 2 adults and 2 children, considerably less than tram fare. All the refinements of a large car at a fraction of the first and running costs.



Electric lighting, with dimmer switch, electric horn, electrical starter. Complete all weather equipment. Curtains open with door. Spare wheel and tyre. The 4 cylinder engine is water cooled, three speeds are provided, and brakes fitted on all wheels. Chassis lubrication is by grease gun. Complete set of tools and spare parts supplied with each car. British construction throughout.

Price delivered Hongkong, ready for the road £188-0-0.

Sports Model—2 seater with specially tuned motor, guaranteed speed of 50 m.p.h. equipped with speedometer and shock absorbers £198-0-0. Catalogue, demonstration and full information from

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THE LONGEST MILEAGE TYRE IN THE WORLD.

DUNLOP



CORDS.

Dunlop grows its own raw rubber on its own estates in Malaya; weaves its own cotton fabric in magnificent Mills in Lancashire; and makes its own moulds.

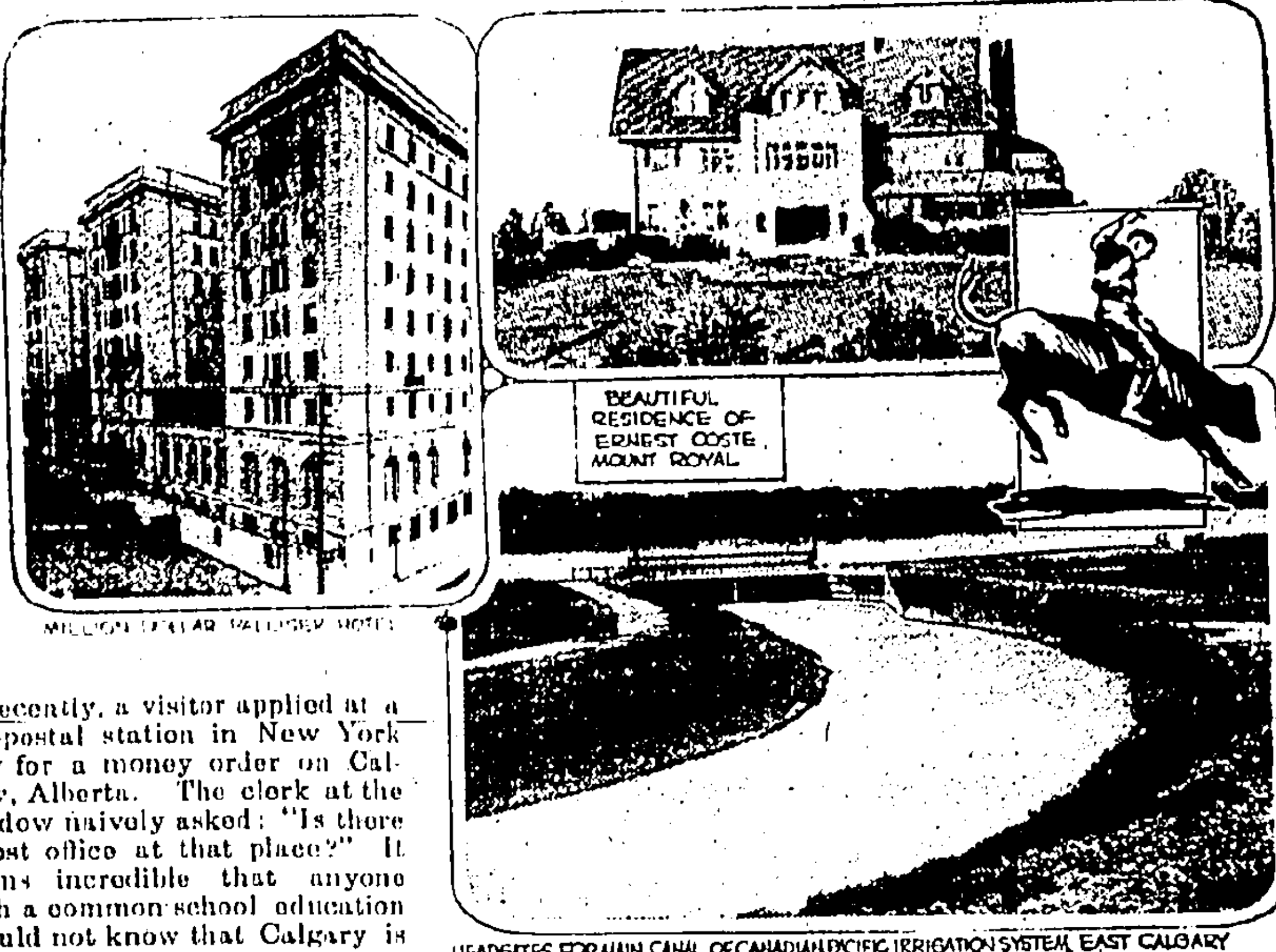
This control of material and quality has a great deal to do with Dunlop supremacy.

Obtain from the Dunlop Co. any branch in the Empire, or from the Dunlop Co. Ltd., 1, Abchurch Lane, London, E.C. 4, or from the Dunlop Co. Ltd., 1, Abchurch Lane, London, E.C. 4.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 1st. NOVEMBER, 1924.

A FINE CANADIAN CITY. Facts About the Growth of Calgary.



Recently, a visitor applied at a sub-postal station in New York City for a money order on Calgary, Alberta. The clerk at the window naively asked: "Is there a post office at that place?" It seems incredible that anyone with a common school education should not know that Calgary is a fine, modern city of approximately 70,000 inhabitants. It is the distribution centre for one of the richest agricultural areas in the world.

Alberta's 1922 wheat crop amounted to more than 167,000,000 bushels, with more millions of bushels of other grains. A few acres needed the miracle of irrigation to awaken their sleeping possibilities. This irrigation was supplied by the Canadian Pacific Railway, whose great dunes at Calgary and Bassano store the waters of the Bow River, whence it is distributed as necessary, by a vast system of canals and ditches to the grain fields in southern Alberta.

Calgary is noted for its lovely homes with red tile roofs and

beautiful gardens scattered over the hills embraced within the city's limits. The Bow and Elbow Rivers are attractive streams and on an island in the Bow is located a fine, free motor camp very popular with motor tourists. The city boasts of a large modern hotel. The Palliser—named after one of the pioneer seekers for a railway route through the Canadian Rockies—and it compares favourably with many metropolitan hotels in the United States.

Calgarians are very loyal to their city on the prairie, but a short distance from the foothills leading to the Canadian Rockies 80 miles away, yet plainly seen from Calgary. In 38 years Cal-

gary has grown from a crude cow-town into a fine, clean city—a remarkable achievement. Its people now desire to make it a city beautiful and to that end are bringing in carloads of trees. Every social and municipal organization is working at the task of beautification. One feature of the campaign is to interest citizens in the culture of dahlias, which flower is particularly adapted to Calgary's climate, where it attains perfection. The idea is popular and there is reason to prophesy that within a few years Calgary will be known as the Dahlia City. In order to stimulate the City Beautiful campaign, valuable prizes are offered for the finest gardens.

SPORTS PARS.

Interesting World Items.

Spectators at Burnden Park, were welcomed by a loud-speaker, through which hopes were expressed for good play, good results, and good sportsmanship. A team change and the exact time of the referee's watch were also announced. Music followed.

It is a curious coincidence that the captain of the New Zealand Rugby team now in England—C. G. Porter—is like the captain of the famous "All Blacks" of 1905, D. Gallagher—the wing forward.

R. W. Peattie, Cupar, who won the Boys Golf Championship, is just over 15 years of age. He is employed in the land valuation assessor's office at Cupar, and plays a lot at St. Andrews, where he does 75's and 76's.

Gala Harriers Club are making arrangements for holding an open cross-country race over a six mile course on New Year's Day, for which valuable prizes will be provided. The event is likely to be one of the most important in the cross-country season on the Borders.

A senseless hoax was perpetrated on the Hon. Lionel Tennyson when playing for the M.C.C. at Scarborough. He received a telegram signed Butler, stating that his house in Portman Square London, had been burned to the ground. Inquiries were immediately made and the story was found to be untrue.

A former Derby winner, Spearmin, has just died at Old Council, Newbridge, County Kildare. In Ireland and England Spearmin's offspring won more than £137,000.

P. F. Warner says P. G. H. Fender is at the present time the best firm-footed hitter in the country. He says he cannot remember ever in the past a firm-footed hitter of his class, a batsman who can hit bowling to all parts of the field without leaving his ground and with apparently so little effort. C. I. Thornton and G. L. Jessop were very quick on their feet. The Australians P. S. MacDonnell and J. J. Lyons, are probably the nearest approach to Fender in that respect.

Mr. Hilton Crowther, who has sunk £50,000 in the Leeds United Association Club, and who really made First Division football possible in Leeds, has tendered his resignation as chairman of the board of directors of the club. Mr. Crowther now considers that efforts should be made to refund £3,000 to him this year, and a fund for this purpose has been started.

The famous Middlessex-M.C.C. England professional cricketer, J. T. Hearn, left the staff at Lord's at the end of the past season after figuring thereon since the beginning of the nineties. The popular player under the new regulations does not receive a benefit, but a sum of £500 from the M.C.C., supplemented by a goodly subscription list, on which figure the names of the Middlessex C.C.C., Yorkshire C.C.C., and many leading patrons of the game. The Middlessex professionals and George Burton have just presented him with a handsome silver cigarette box.

At a meeting of the Yorkshire County Cricket Committee presided over by Lord Hawke, a proposal by Lancashire regarding the Championship, that in future only matches played to a finish should count, thus doing away with the first innings point and ignoring drawn games, was approved, and it was decided to support the suggestion. Nottingham sent a proposal that the hours of play in county matches on the first and second days should be extended to 7 o'clock, and on the third day stumps should be drawn at 5.30. It was decided to oppose this, on the ground that the present hours are suitable.

HOW ARE YOUR FEET?

They Are All-Important to Athletes.



orable world's series last year the foot of one of the Giants stars failed him at the zenith of his brilliant career.

A soldier, too, is no better than his feet. The U. S. War Dept. in its book, "Defects in Drafted Men," published several years after the war, says: "An army has to go on its feet and its capacity for going is limited by the capacity of the foot of the men to function. A breaking down of arches of the foot, flat foot, is the commonest cause of disfunctioning, and, therefore, the most serious single obstacle in the formation of an effective army from men in civil life.

The modern prize fighter does a lot of foot and leg training, such as skipping the rope, and taking country runs. His "foot work" in the ring is evidently an important factor both in eluding and attacking his opponent. Watch pictures of Jack Dempsey in action and notice what an important part his foot work plays.

A man with poor feet is handicapped in any walk of life. No matter how willing his spirit, he is giving his competitors a big start. The Pueblo Indians of New Mexico although lacking the muscular development of the white man, have runners who will cover fifty miles at a stretch.

"Tenderfeet" was a name applied in the West to newcomers whose feet could not stand the long marches across deserts, plains, and mountains. It is not necessary to emulate the Navajos, Pueblo Indians, or the prize fighters. But the average man or woman should walk briskly at least two miles in the open each day.

U. S. Army statistics gave 17 745 per cent of pes planus (flat foot, broken down arch) for the first million men examined in mobilization camps. Applying this ratio to the population of the United States, there would be found more than 18 million persons with weak arch conditions.

According to Dr. W. M. Scholl, fighter. His legs became very weary in eluding the furious Chicago, an athlete is only as good as his feet. When they according to the sport writers of the time, his "foot work slowed soon drops from his pre-eminence up."

The incident shows the relation of the powerful muscles of the leg to the foot, poor leg muscles direct the more powerful foot movements, and if these muscles grow weary, and fail to respond to the urge of the brain the end of the fight is at hand.

Tennis players, footballers, baseball players, and soldiers on the field are no better than their feet. A prominent sporting writer has said that in the moment

LANE, CRAWFORD, LTD.

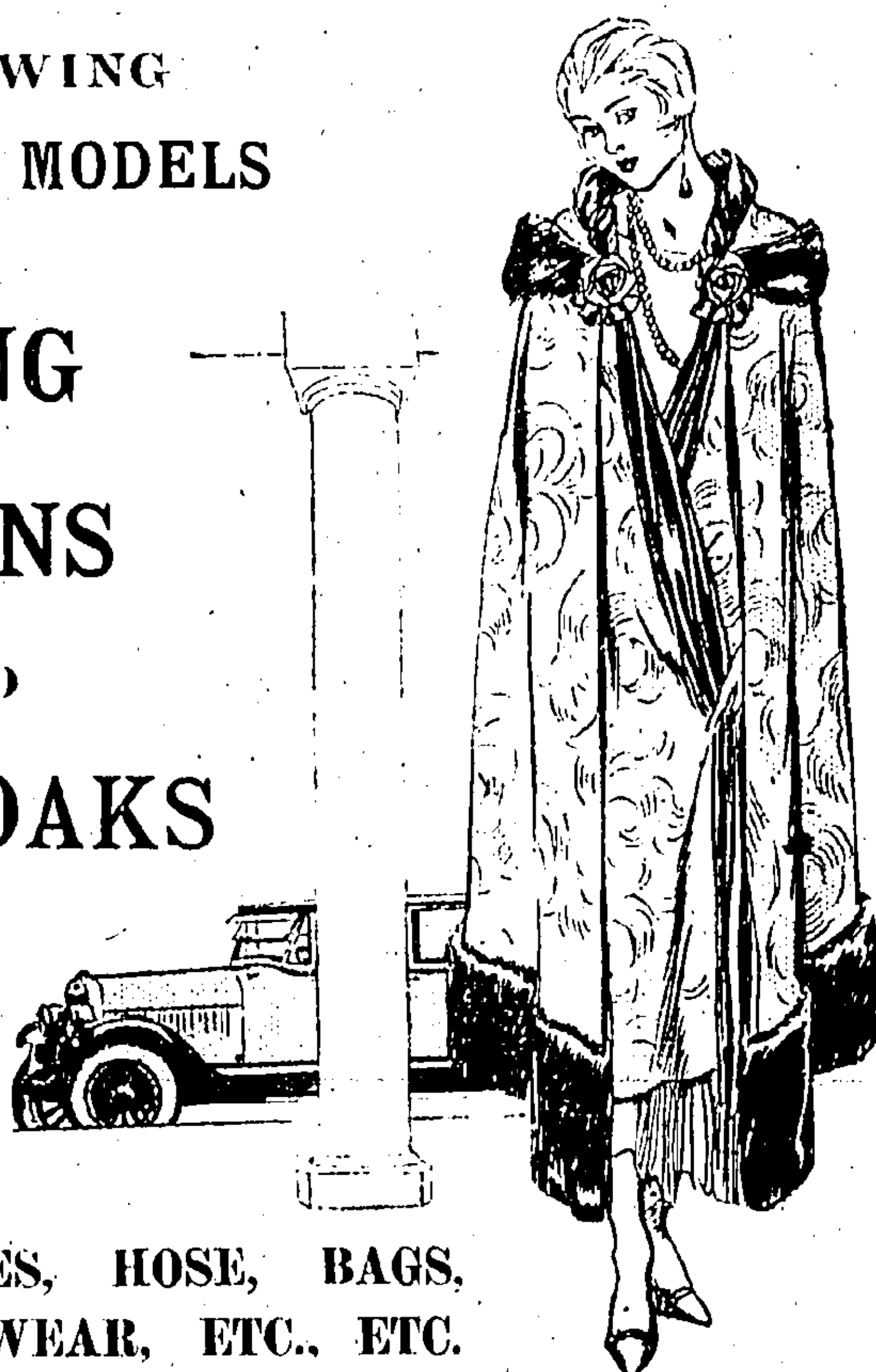
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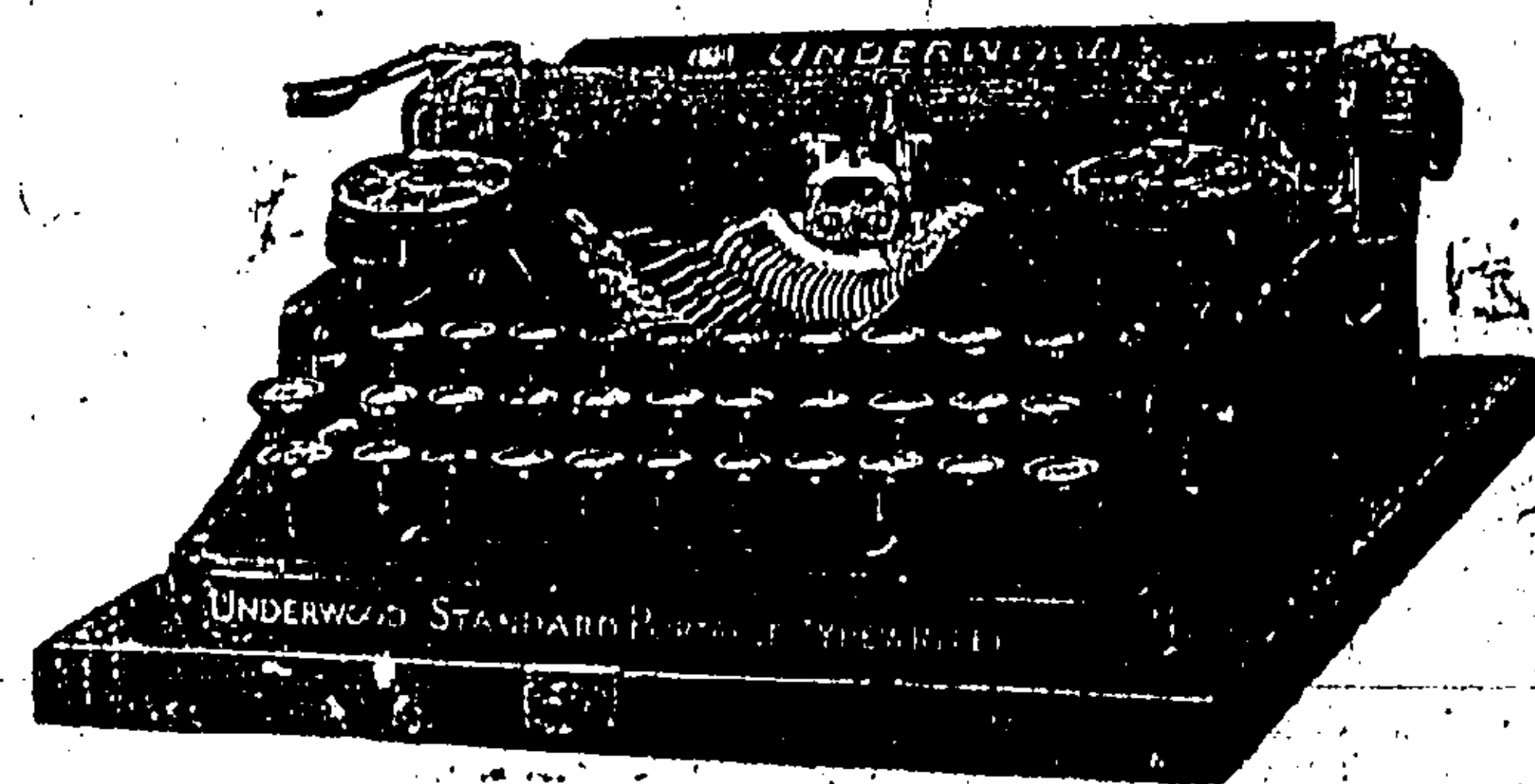
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RADIO NOTES AND NEWS.

Three-Tube Reflex Receiver.

The owner of a reflex receiver, with one or two tubes for dual amplification, will find it a simple matter to add another stage of reflex. And it will well repay him for the trouble.

Three-stage reflex is practically the peak of this kind of reception. It is equal to three stages of radio and two of audio amplification, with a crystal as detector. It will tune sharply and has been found especially sensitive, bringing in distant stations up to 1000 miles off, even through local broadcasting.

Following are the parts required:

V, standard variable capacitor, with eight taps on primary.

C1, 43-plate variable condenser.

C2, fixed condenser, 0.05 mfd.

C3, C4, C5, C6, C7, fixed condensers, 0.02 mfd.

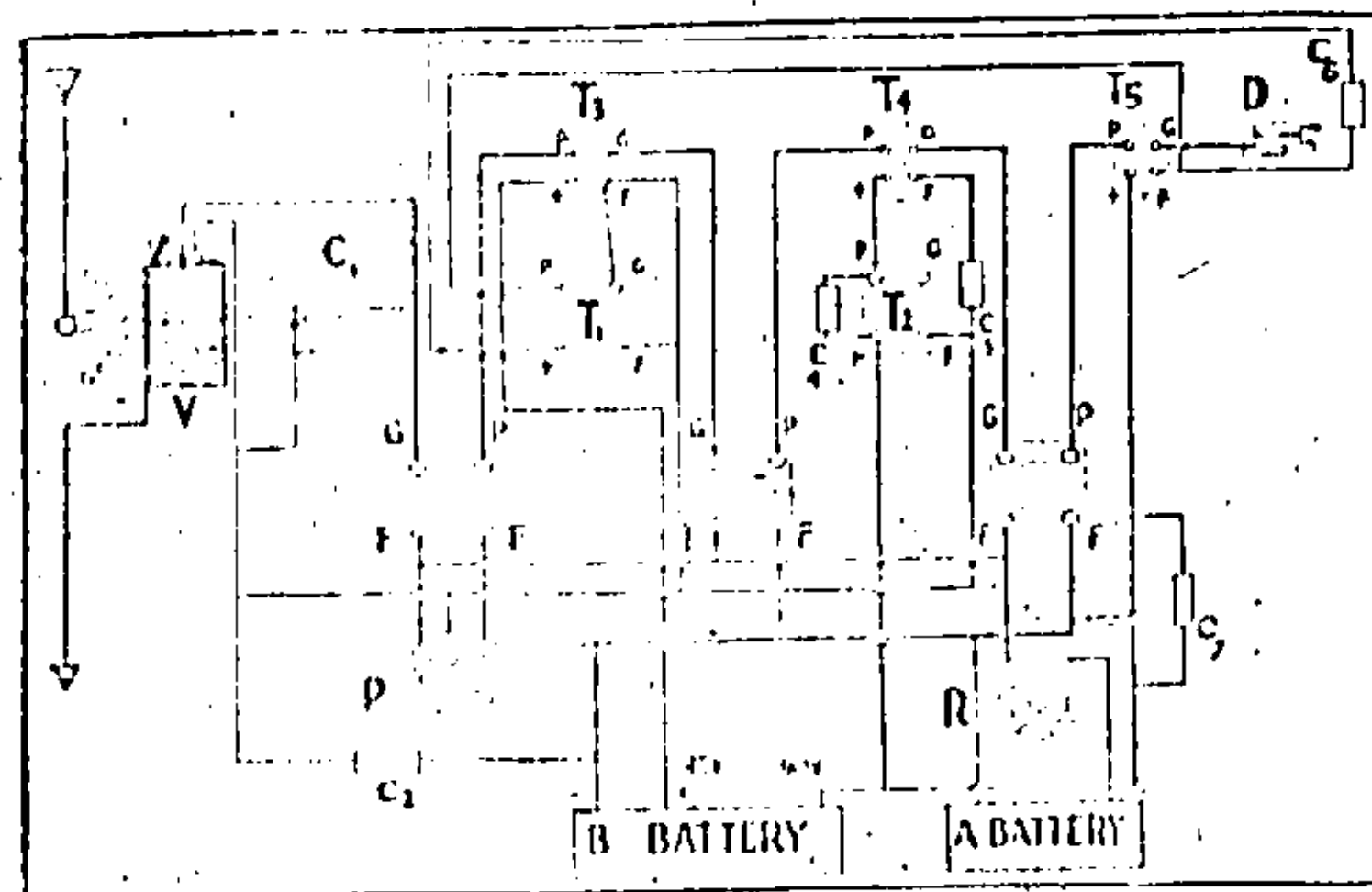
T1, T2, audio frequency transformers.

which should be to the left of the row of sockets. This will put the A battery terminals to the right, and short leads would be assured to the plate and grid terminals of the radio-frequency transformers.

Since only one rheostat is provided to control the filament current, all three tubes should be alike. They may be either WD-11s, 192s, or UV-201-A's.

The 43-plate variable condenser is chosen so that a higher band of wavelengths may be covered. A much smaller condenser may be substituted across the primary of the first radio transformer, to increase signal strength for low wavelengths, but this isn't necessary if broadcasting is all that is sought.

The easiest way to wire this set is to start with the A battery leads, from the rheostat and socket terminals. Next come the grid and plate connections to the



HOOK-UP DIAGRAM OF A THREE-TUBE REFLEX SET.

T3, T4, T5, radio frequency or reflex transformers.

R, 6 ohm rheostat.

P, 400 ohm potentiometer.

D, Crystal detector.

Three tube sockets.

Switch and eight switch points.

One open circuit jack.

Binding posts, bus wire, etc., for connections.

With extreme care and forethought, the entire set can be erected on a base 13 inches long by 7 inches wide, with the panel 7 by 13 inches in measurement. The trick lies in arranging the radio frequency transformers directly behind one another in a line leading away from the panel, then placing the three tubes alongside in a similar line and the two audio frequency transformers in a third line.

If this arrangement is decided upon, it would be a good plan to use what is called a three-zang socket assembly, which consists of three sockets on one base. It conserves space.

Otherwise, the sockets should be placed in such a position that the grid and plate terminals face the radio-frequency transformers.

radio-frequency transformers, and the remaining leads may overlap these.

Reflex receivers require a great deal of patience in their operation. This one calls for even more than ordinary skill and patience. Many nights of testing and switching of dials and other controls will finally bring the operator full reward.

PICNIC BROADCAST.

Chicago was going to try broadcasting a picnic on Oct. 5. A broadcasting station mounted on a truck was to be taken to Grant Park, and from here entertainers and speakers would transmit their selections to the listeners, while others about them would enjoy them also by sight.

BANNED IN POLAND.

The people of Poland are still waiting for legislation that will even limit the use of radio sending and receiving apparatus. For while such legislation is lacking, private sending and receiving is forbidden altogether.

IN CIGARETTE CASE.



Spiderweb coils make this cigarette case crystal receiver possible. It works well on local reception, and good clear nights ought to reach out to 25 and even 50 miles. Its inventor, member of a radio firm in Berlin, is shown with it.

THE CONFERENCE.

Tangles For Unravelling.

Washington: Broadcasting over a wider area than has ever before been attempted, advertising by radio, distribution of stations, time divisions, interference, amateur difficulties.

In fact every phase of radio transmission and reception is to be taken up for serious consideration and solution at the third national radio conference, opened here on the night of October 6.

The conference has been called by Secretary of Commerce Hoover, primarily to find a more equitable means for distributing wavelengths or frequencies among broadcasters, amateurs, commercial ship and government stations. The first two conferences, also designed for this purpose, did not look far enough ahead to allow their findings to continue practical.

In the face of difficulties encountered by overlapping of wavelength limits, and the increase of broadcasters, amateurs and other stations, Department of Commerce officials have found it necessary to redistribute the frequencies on a wider basis. To do this the conference here will be open to all persons interested in radio.

Only by free discussion of the various situations in the industry, it is realized, can any-

thing like a permanent program be reached.

Interference among broadcasters, amateurs and ship stations has come to such a pass that only by getting spokesmen from all types of radio application together can this problem be thrashed out to suit all.

Amateurs especially have been whined about from one class of wavelengths to another. Given more freedom recently in a short wave schedule, the amateurs found themselves confronted with opposition from various commercial stations and aerial broadcasters who also have been permitted to use low wavelengths or high frequencies.

Broadcasters have found difficulty among themselves, with more stations crisscrossing up and down already crowded with broadcasters, with calls for more advertising and limitations in this field, and with efforts to spread their own propaganda from coast to coast.

The last point may produce one of the most important discussions at the conference. The questions whether one dominant station or series of stations should be permitted to broadcast over the whole country at the same time, almost to the exclusion of others, may bring out heated talk on both sides.

In the course of these discussions, it is expected, will come suggestions on the best way to permit nationwide broadcasting by relays in the cheapest possible manner. At present relay broadcasting is feasible about as far as the middle west, starting from the dominant stations in the east. Cost of long distance wire service is almost prohibitive for relaying to further stations.

But a system of relaying by short wave wireless may come out of the suggestions expected to be made at the conference, with the result that the Pacific coast may soon enjoy the same "relays" of important events that the east and middle west have been getting.

ANTIQUES ALREADY.

Radio already has its antiques for preservation. For this purpose the National Museum at Washington has been collecting instruments that have already become obsolete.

SHORT WAVE RECORD.

Dr. A. H. Taylor of the Naval Research Laboratory, at Beltsville, D. C., holds the record for long distance on a short wavelength. Recently experimenting with a 54 metre wave, he is said to have reached as far as Rio de Janeiro, 4780 miles away.

THOUSANDS ENROLLED.

More than 7000 enrollments have been received for the course in French being broadcast every Wednesday from Station KPO, at San Francisco. Credits for each lesson are furnished every person who enrolls.

RADIO VAUDEVILLE.

Some of the larger broadcasting stations over the country are arranging a radio vaudeville circuit. Actors and actresses have been signed up so that, when they strike a city including one of the stations in the circuit, they will broadcast their skit.

40 COURSES BY RADIO.

The new college of the air organized by the Kansas State Agricultural College at Manhattan, Kas., will have 40 courses to broadcast this winter. They will cover the fields of agriculture, engineering, home-making, business and general science.

ANIMALS AT "MAKE".

Animals of the London zoo have been enjoying themselves and radio fans with the broadcasting of their voices. Station 2LO, at London, has been the medium through which every animal and bird in the zoo has made itself known to the fans.

OPERAS FOR THE AIR.

Operas and other performances produced in state-owned theatres in France may soon be put on the air for the benefit of far throughout that country. A demand is growing for this form of entertainment.

DRINK AND DOLE.

There had been a remarkable increase in drunkenness in the town since the unemployment pay was increased, declared the Chief Constable of Dudley, Worcestershire. The chairman said if those men were pioneers of a new order, there must be propaganda to get the amount of unemployment pay reduced again. The Chief Constable added that in each instance offenders were out of work.

Wm. POWELL, Ltd.

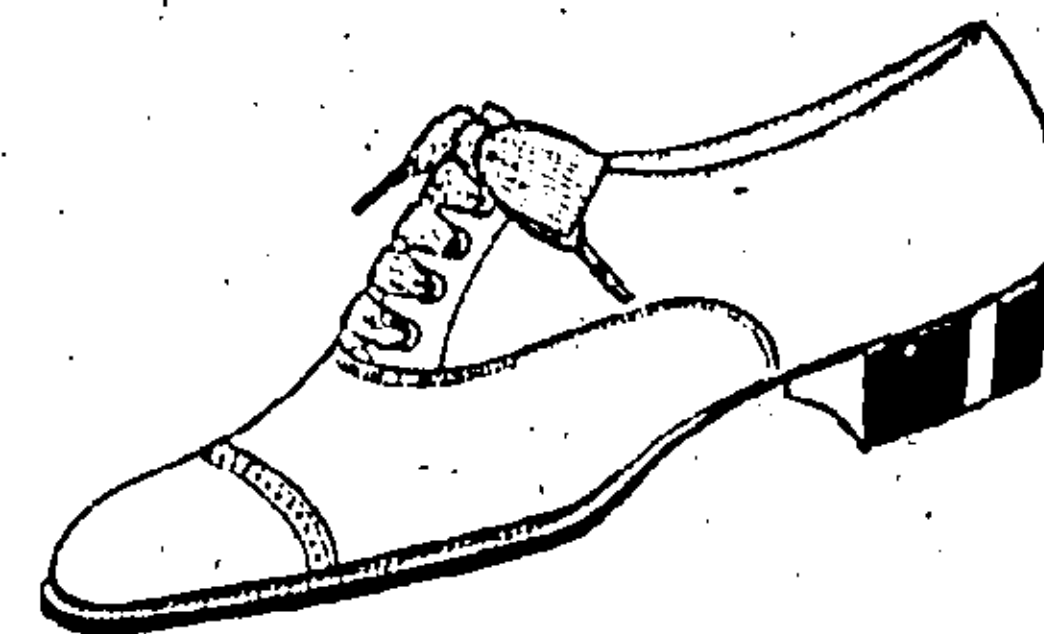
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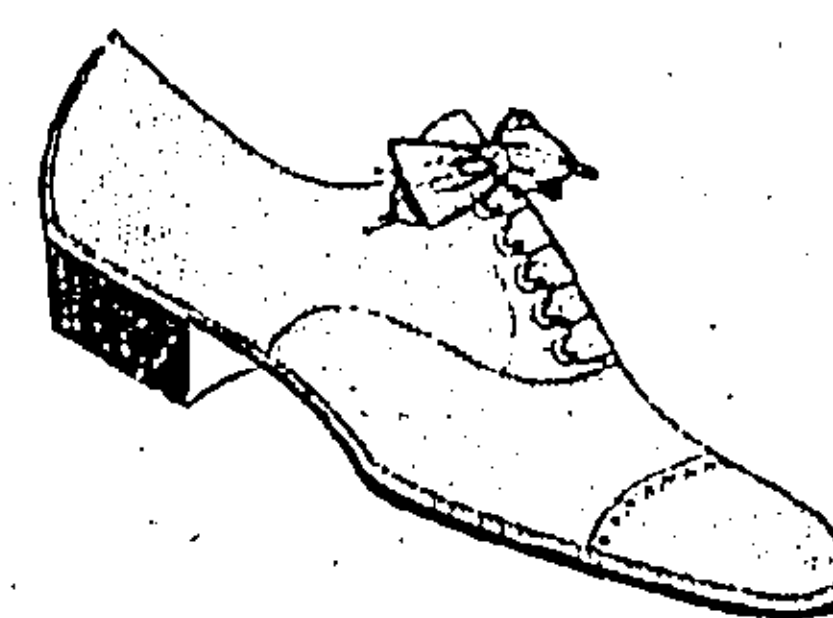
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A superior Glace Kid Oxford Shoe, leather lined quarters, and light flexible soles, welted on the hand-sown principle, in 1/2 sizes.

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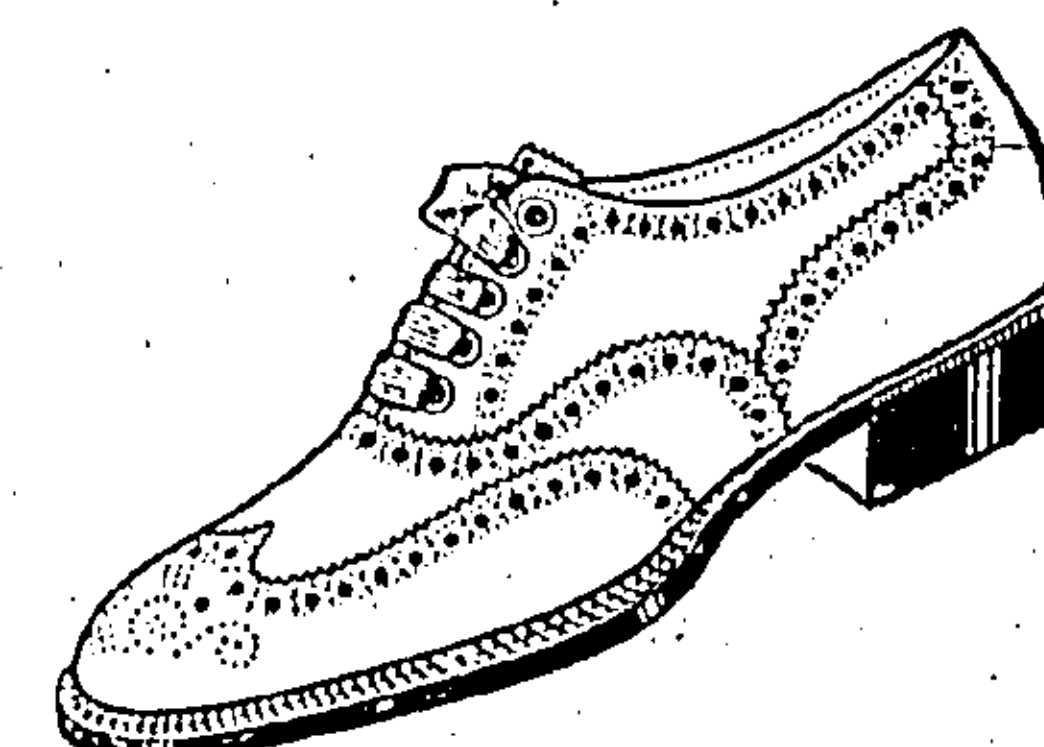
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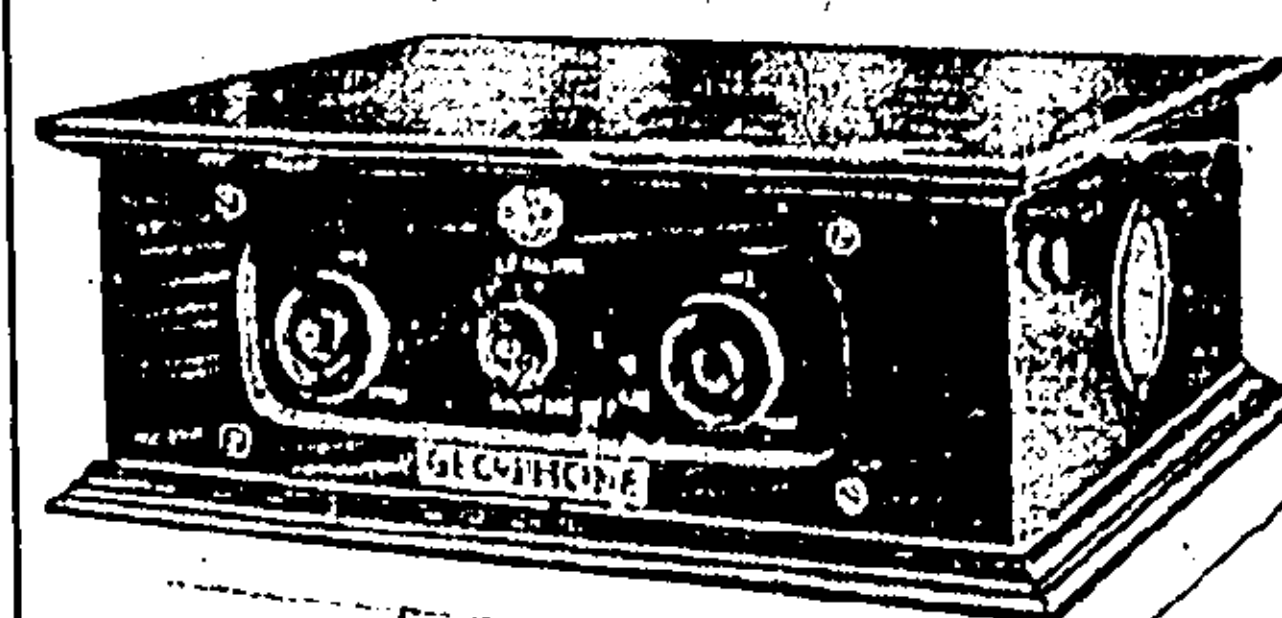
Style S5081. Similar Shoe with narrow toe and lighter sole.
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S3870. Similar Shoe with crepe rubber sole.
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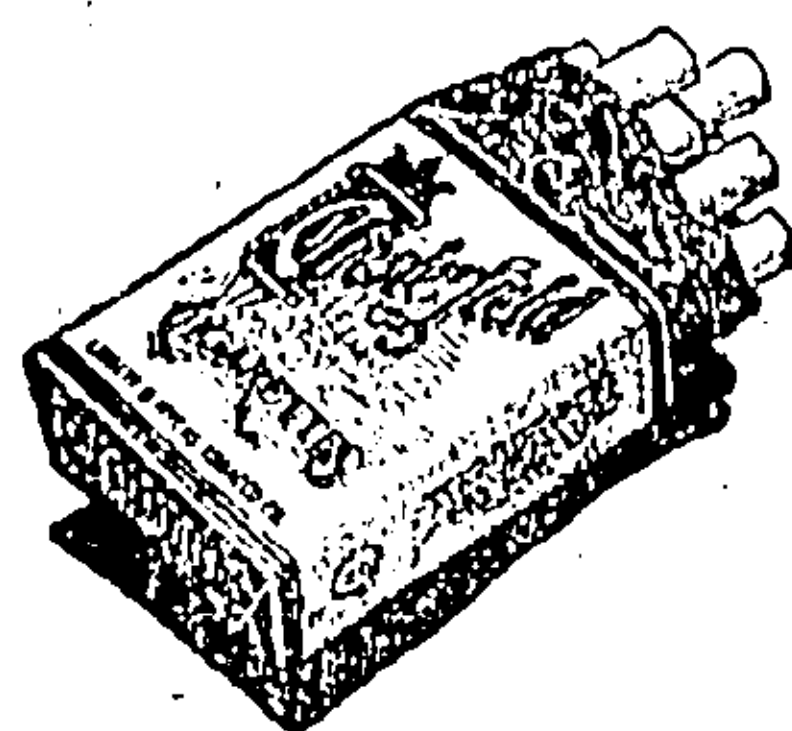
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SAFE
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NO RISK OF
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ELECTRICAL ADVICE.

Never allow flexible leads to trail about the room. Not only are they likely to trip up the unwary, but they are very easily damaged, in which state they may prove dangerous.

Take care of your electric kettle. Never stand it on a hot stove or near the fire, and never pull off the connection between kettle and lead without first switching off. Keep a marble in the kettle to minimise the

ORIGINAL TRIMMING.



This satin suit has nothing original to offer in the way of line, but it deserves its originality to trimming. Heavy silk floss and wooden beads, the exact shade of the silk, adorn the back and skirt the front of the bodice.

collection of fur. A fur-collared kettle is extravagant in current consumption.

Do not remove a plug without first switching off, and in doing so hold the plug itself not the cord.

Up-to-date electric irons automatically switch off the current when they are placed on the table. But where an old iron is in use, be certain to switch off at intervals during ironing operations.

THIS WEEK'S RECIPE.

PEACH DUMPLINGS.

One and one-half cups flour, 3 teaspoons baking powder, 1/2 teaspoon salt, 1 tablespoon lard or butter, milk or water to make a soft dough. Peaches, butter, sugar. Mix and sift flour, salt and baking powder. Rub in shortening with tips of fingers. Cut in liquid with knife. Turn on to a floured molding board and roll one-half inch thick. Cut with a large biscuit cutter. In the centre of each round put half a pared and stoned peach. Fill cavity with sugar and a bit of butter. Pull the edges of the dough over the peach. Bake 20 minutes in a hot oven. Bake with one-half cup boiling water, 1 tablespoon butter and 2 tablespoons sugar.

EXERCISES FOR BEAUTY.

Really excellent results in restoring the contour of the face and throat can often be obtained by the simple plan of practicing a few facial exercises night and morning.

If the cheeks are sunken and the throat muscles are inclined to sag, both will be much improved by the two following exercises, but they must be practised regularly every night and morning for two or three months.

To improve the contour of the cheeks, take a deep breath and exhale it while puffing out the cheeks and rounding the mouth as a child does when blowing bubbles. This exercise all the muscles of the cheek and removes that sunken look beneath the eyes which is so ageing.

For a sagging throat hold the head erect, then thrust the neck back as if trying to press against a collar. Drop the chin on the chest, return to the original position, and repeat the pressure against the imaginary collar. Another exercise for improving a sagging throat consists in clenching the teeth and then throwing the head upwards and backwards as far as possible.

To fill out "salt cellars" and deepen the chest there is no exercise more beneficial than what is known as "dry swimming." For this lie flat on the floor, face downwards, and raise the upper part of the body, allowing the weight to rest on the knees. Then with the hands stretched out straight in front, palms together, make a wide circle, with the arms exactly as when making the breast stroke in swimming. Bring the hands together in the original position and repeat. This exercise should be practised in a room with the window open and the door shut to avoid a draught and a deep breath should be inhaled and exhaled very slowly as the arms are extended in forming the circle.

If properly manipulated, a wide leather belt of either brilliant green or red may be the sole trimming on a tailored cloth dress.

WRAPS MUST HAVE SLEEVES.



The moire coat pictured to the right finds expression for its individuality in a flare ending in a tight cuff of fur for the wrist. Next, satin back wraps use its dull side pleated into sleeves. Next, with cuffs to match. The black chiffon with



ZION LACE INSETS

ALL OVER LACE

PLAIN BUT RICH

"Ornate gowns with elaborate decoration, of which laces form the principal feature, are decreed for dances and formal dinners," said Mrs. Swinson at a recent fashion exhibition. "Zion laces, both in thread and in metallic laces, are in demand for every kind of evening frock. The all-over lace gown is decidedly the gown of the season."

"An all-over lace dancing dress, with round neck and pointed

circular skirt and a tight fitted bodice, is one of the striking additions to the designs. The dress is cut in Zion thread lace with small flower designs. Neck and bottom of the skirt are trimmed with box pleated velvet ribbon and the points of the skirt are appliqued with velvet poppies.

"A beautiful straight line gown of poudre blue crepe has narrow bands of ermine at the shoulders. The crepe lace,

gathered at the bodice into folds held by narrow rings of the ermine. Between the folds are applique insets of Zion metallic lace. Another straight line ball dress of poudre bleu lumette has a yoke of lace and a panel of the lace on one side. The gown is gathered into a shirred puffing just above the knee and the remainder of the skirt is a straight band of the lace.

FURNISHING FASHIONS.

Luncheon and dinner table-support tall candlesticks of deep blue and purple glass, flower and fruit bowls to match being eagerly sought after; while whole dessert services and table glass of wonderful old Venetian design that show colour tinted or gold embossed ornamentations, are amongst the most coveted possessions of modern hostesses.

Glass brackets that once held candles, but are now fitted for electric light, are also in request, the designs being of the most delicate and beautiful pattern.

CURTAINS FOR A DARK FLAT. The problem of curtains which while they decorate and furnish a dark room, do not exclude the light, has been successfully solved by a woman decorator, who has been using sampler or fllet net of a pale beige shade, and lining the same with gay coloured organdi muslin.

These parchment net curtains are bordered all round in appropriate cross-stitch designs culled from old sampler edgings, enlarged so as to suit the size of the curtains—the yelms and sash-bands being embroidered to match.

In a north room in a London flat an excellent effect was achieved by yellow distempered walls and organdi linings of sunshine yellow muslin to parchment net curtains, worked with embroidery in tones of flame colour, ombre yellow, leaf green.

White organdi linings to pale green curtains worked in white cross stitch was an equally happy combination for sunny south drawing room; while tones of tan coloured net lined with russet red organdi make a pleasant furnishing addition for a library or a smoke room.

DO YOU DRESS SUITABLY?

"There are so many ways of dressing unsuitably, and the chief pitfall is in choosing clothes to suit your figure and your face."

Don't forget that if you are very tall, and want to minimise your height, you should never wear full skirts. They make a tall woman look enormous. Straight or simply draped gowns will suit you beautifully and the skirts should be a medium length.

In hats, a turban shape will be found the most becoming of all. This style suits practically all

If you are very short, you should avoid low waistlines, though if you are slim as well the new waistless frocks will suit you beautifully.

A profusion of beads and jewellery, also, is not for

looks better in a long straight coat than in a costume. The little woman should never attempt draperies, though frills and flounces will look charming on her. Her skirts should be short, but not extremely so, as this

OUR FASHIONS.

BY A TOWNSWOMAN.

Silk velvet, is to be the leading material for afternoon and evening wear, and I have seen some charming suits consisting of black velvet frocks with tops of finely pleated crepe de Chine and three-quarter black velvet coats. Black satin tailcoats too, with finely pleated white skirts, will be worn between the seasons in Paris. One or two West-end shops are showing some lovely reversible cloaks—in the afternoon you are mysteriously beautiful in black velvet; with collar and lining of white fur; in the evening a mere turn of your arm, and behold! you are in regal white fur, lined and collared with black velvet.

On some black frocks ochre is taking the place of white as a relief, in the form of coarse dyed lace. It is effective and to dark women very becoming.

If you buy anything beige just now, don't let it be a light or purplish shade, but a deep and rather rosy one. The lighter shades look cold and drab in the autumn. Grey, too, is not a very good autumn colour, though in spring and summer it is charming.

Of course, the leading autumn colour is always brown in some shade. It just seems impossible not to wear brown at this time—it always looks so rich and warm and beautiful. This year's shade will be a dark, warm, reddish brown, rather like mahogany.

For evening, white touched with colour is still smarter than anything else, but later on blue will be worn a great deal—both sky-blue and much deeper shades. Midnight-blue is the latest colour the poor little white bunnies have turned, in Paris, in their efforts to line our cloaks and keep up with us generally.

EXPENSIVE SIMPLICITY.

What else? Well, there's one very noticeable tendency, and that is that, simple as clothes have been, they are going to be simpler still. Complicated lines and trimmings will be the stamp of the second-rate. Bare backs, ultra short skirts, masses of sham jewels—these have had their day, and a very brief one it was! The best models are as simple as possible—the shoes have one strap and a median heel, the gloves are generally plain gauntlets. Fringe is only seen on those mount air country wear and the weird elcus and patterns which came out like rashes in the spring—well, they just aren't seen at all.

TO-DAY'S BEAUTY NOTE.

When tidying up your face, so to speak, before going out to face the world don't neglect your eyebrows. When you have powdered, take a tiny brush, moisten it slightly, and draw it over the eyebrows towards the temple; this will smooth them into shape, and remove any powder from the eyebrows and eyelashes. Rare hairs which spoil the shape of the eyebrows, or grow between them, should be removed with tweezers. If the eyebrows are too thin, treat them every night with a little vaseline or coconut oil, and they will soon improve.

FASHION NOTES.

To wear a black pearl earring in one ear and a white or pink in the other is to subscribe to one of fashion latest inconsistencies.

Some of the newest dance frocks have long ladders, very closely belted hips and full lace panels.

Painted scarfs increase in beauty and popularity, and painted velvet gowns and negligees are quite the vogue.

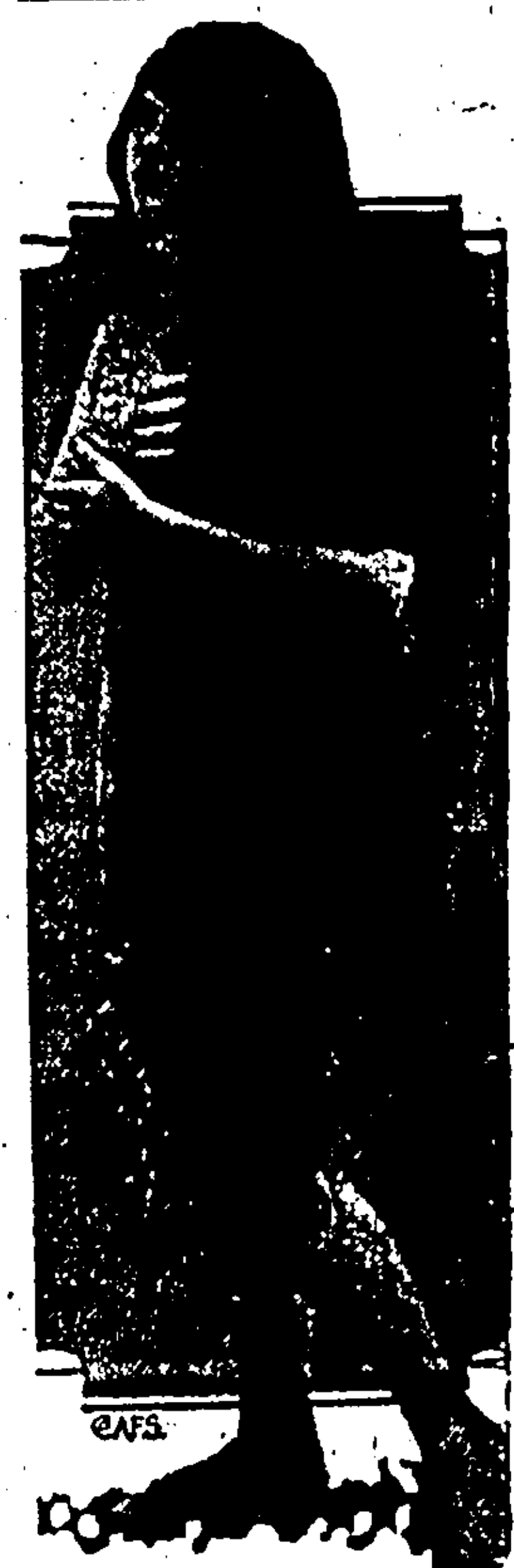
Tunics bordered with fur are featured on the smartest coat dresses. Usually they come to within a foot or less of the skirt hem.

Bands of ermine and dollars and cuffs of it are used effectively

Buckles of dull gold, coral and jade are used effectively on a black crepe gown.

Some of the most striking new shawls are painted rather than embroidered and they are larger and more brilliant than ever before.

SHE SHUNS BOB.



Vera Simpson of Austin, Tex., who will be known as "Miss Texas," at the Atlantic City Beauty Pageant, will be a "different" type to worry the judges. She believes her flowing tresses will defeat the bobbed locks of her sister beauties.

T/FFETA I ROCK.

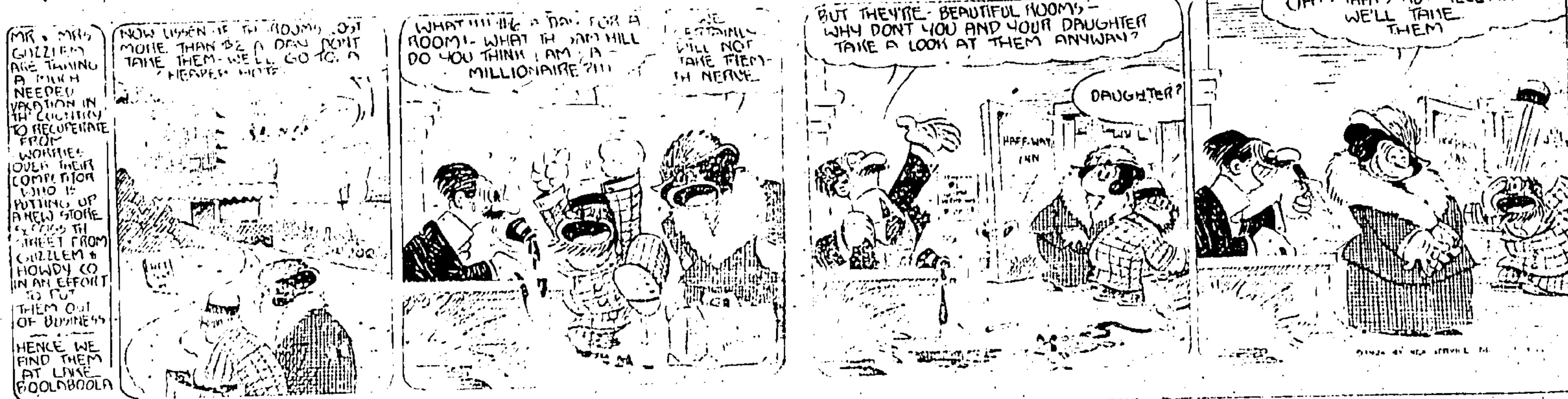


This smart taffeta frock with its full skirt and regular belt line is a pleasant novelty. Cartridge pleats and embroidery in shades of



The great indoor and outdoor sport at Deauville is losing a fortune at buccaruf. But Mlle. Edmonde Guy, the famous Parisian beauty, played in luck the first time she took a hand, and arose from the table winner of 100,000 francs. She was the cap of pearls you see in the photograph and says it brought her luck.

BY SWAN



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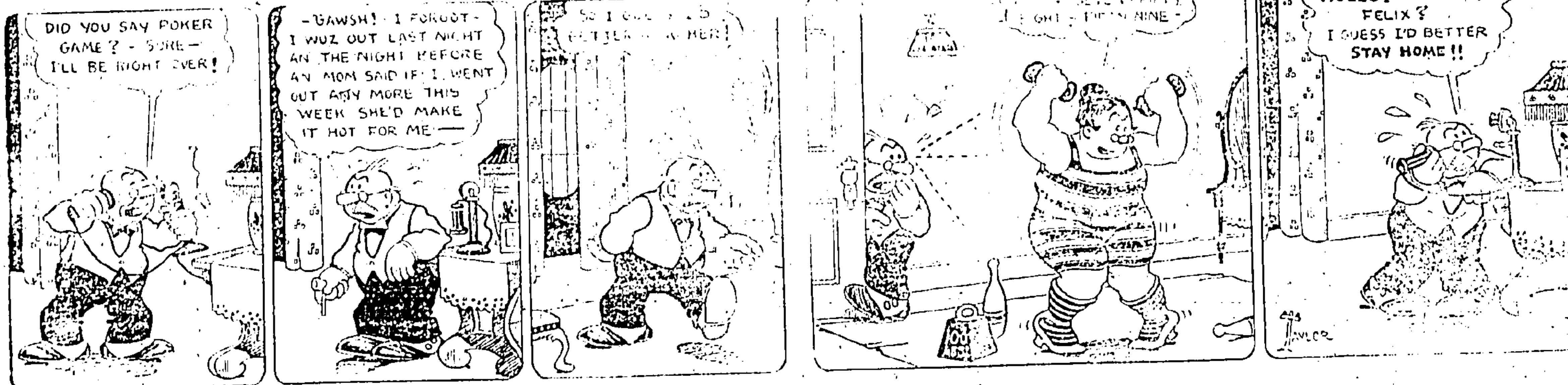


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By Taylor

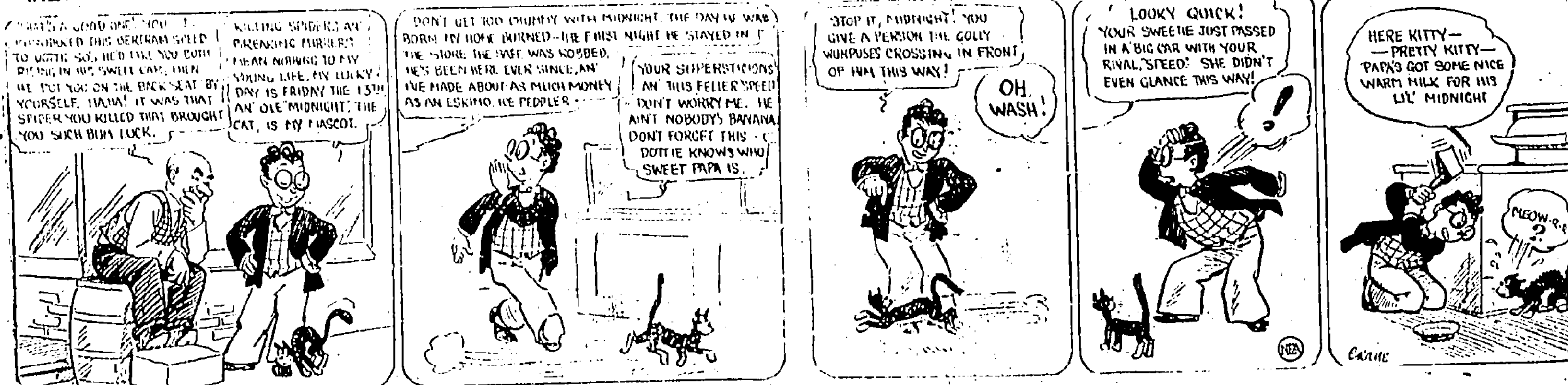


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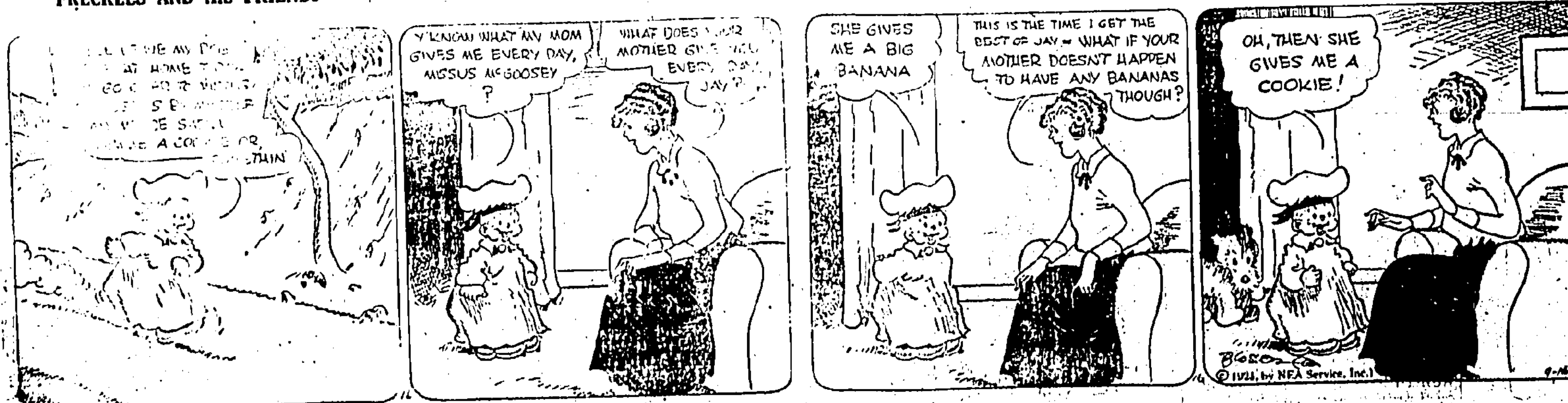


By Crane



He Got the Cookie

BY BLOSSER



GIVE

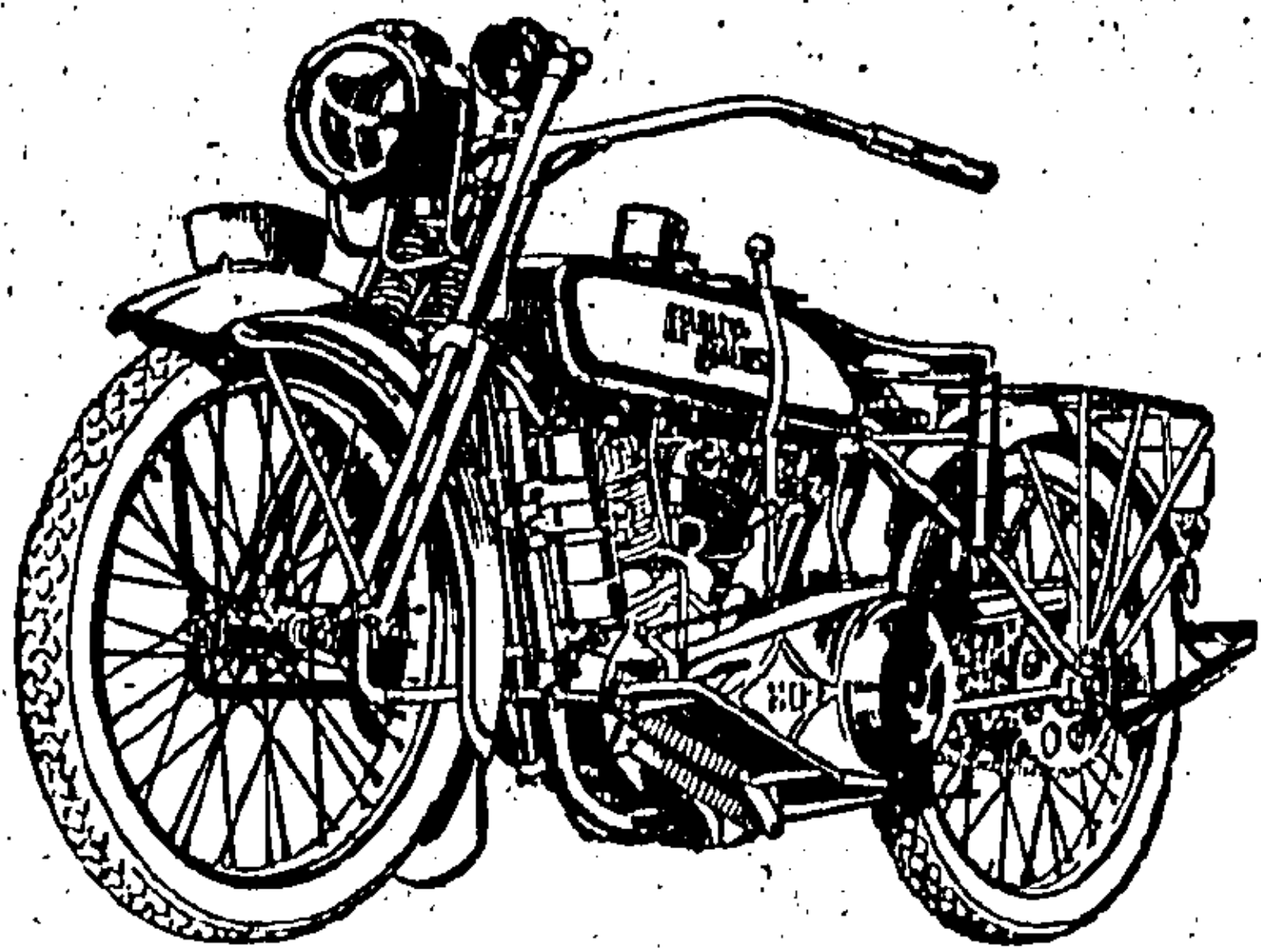
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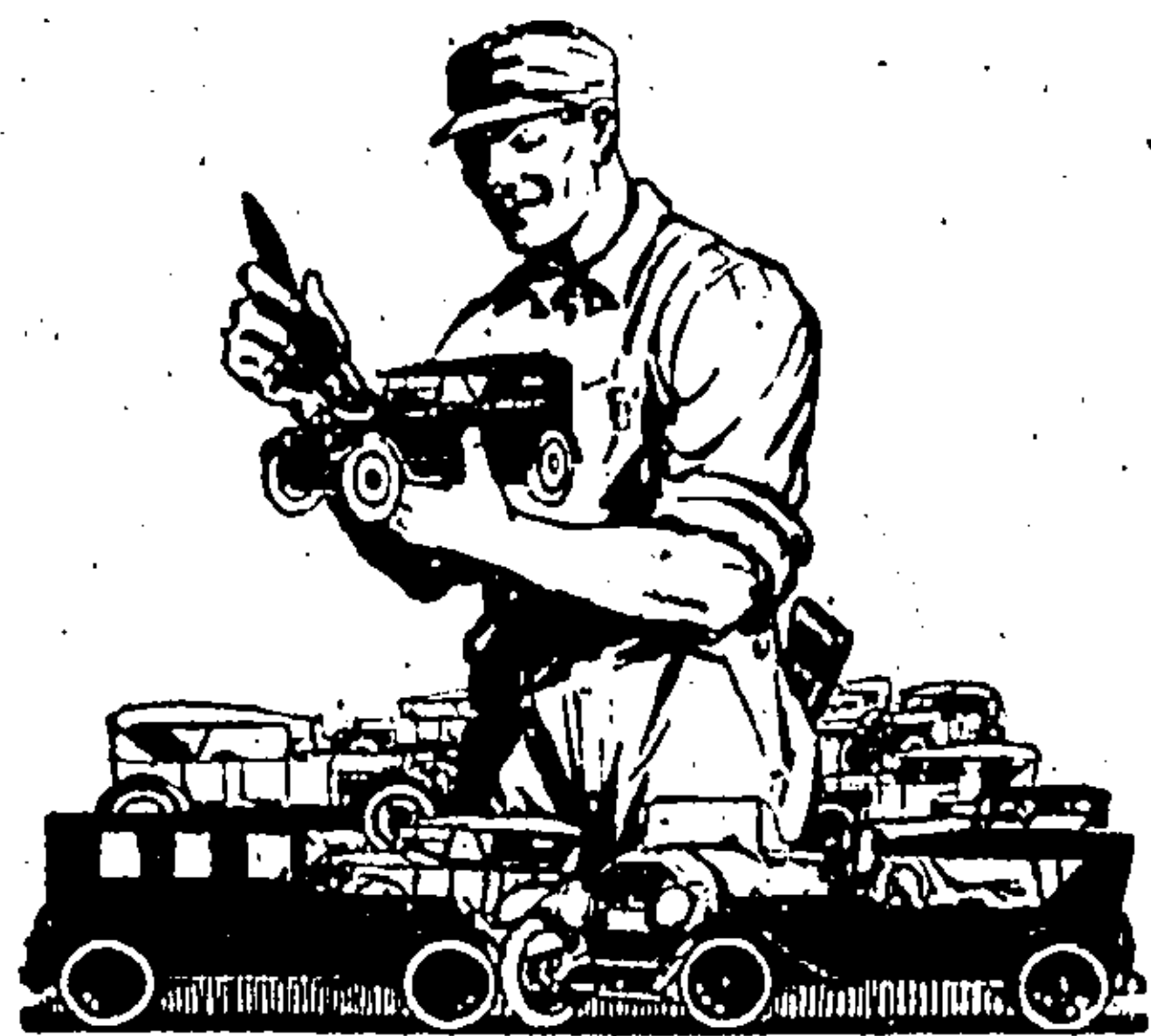
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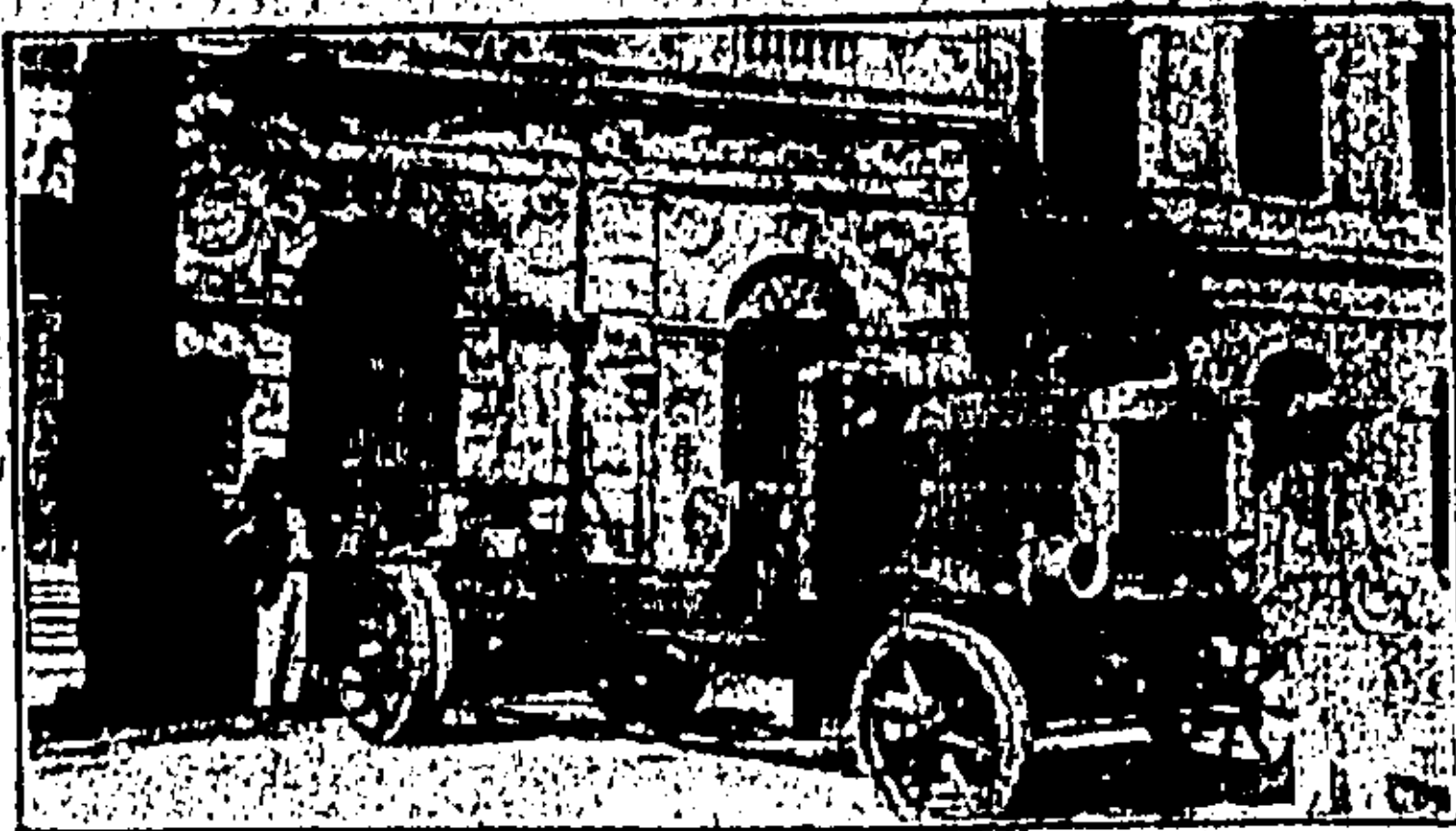
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LATEST "DENNIS" ARRIVES IN HONGKONG.



A "Dennis" 5-6 ton chassis supplied to the order of Messrs Nanyang Brothers Tobacco Co., Ltd., by the local agents, Messrs Alex Ross & Co. (China) Ltd. (Photo Ming Yuen.)

OVERHEATING DANGERS.

CAUSE OF ENGINE TROUBLES.

With the advent of the Summer vacation season and hot weather threatening to detract from the enjoyment of long motor trips the average car owner is justified in acting on the advice that a car needs as much intelligent care in extreme heat as it does in extreme cold. Keeping the car cool, calm and collected on a hot day is a matter of knowing just how heat troubles originate and in particular, how they combine to pyramid the greatest amount of inconvenience to the owner.

The effects of excessive heat are complicated. Because the engine operates at a higher temperature the oil and unsuited oil in the engine breaks down. Poor lubrication thus encourages further overheating. Very soon the effects of overheating turn about and become additional causes.

This is the danger in not knowing how the process of overheating operates. Unless a motorist knows that the cooling system will tend to overheat more because in first overheating it scales off additional iron rust, which, in turn, retains more heat, he will not be likely to drain out the cooling system frequently and occasionally run a solution of washing soda through.

It is all very well to tell a car owner that unless he does certain things the car is likely to suffer through overheating. He will doubtless believe it. But he tells himself that if the worst comes to the worst he will be sacrificing merely a little speed or power. What he needs to understand is that the effect of this overheating, loss of speed or power—will, in turn, become a cause of additional overheating.

Once a car owner has caught this idea his hot weather problem is largely solved, for if he is at all conscientious about the matter he will act accordingly. Overheating is largely a matter of poor lubrication, which is, in turn, the result of excessive heat. Use the right kind of oil and grease from engine to differential, guard against its breakdown, and the sort of overheating that ties one up on the road or results in permanent damage to the car will not be possible.

The motorist is often misled in this matter because the real cause of overheating is not always in the engine. If he has made no provision for hot weather the chances are that what little lubricant happens to be in the universal joints at the start of the trip will soon be thrown out. Excessive friction at the joints will demand more power of the engine. The transmission gears, turning in lubricant that is far too light for the work in hand, will develop additional friction and demand still more power. By degrees the engine reaches a point where it has more work to do than it can possibly take care of without overheating.

HILL CLIMBING PROBLEM.
It is interesting to see how this process works out in the case of climbing a steep hill. The driver may be trying to reach the top in "high," doing everything in his power to feed gas properly and encourage the engine to do its best. Presently the engine dies down to a speed where it is necessary to shift to "second," and as the gears reach this combination friction becomes excessive by reason of the fact that the gear lubricant isn't adequate for the atmospheric temperature. The engine, already on the danger line, is forced to shoulder this additional friction.

The circulating water, that is near the boiling point, rapidly heats up the radiator and since the fan is not working properly the heat is not dissipated.

draft of hotter air. Soon the circulating water, in boiling at confined points, increases in volume, forcing some of it to overflow. A syphon is created and before the car has proceeded much further there is less water in the system charged with the task of doing more work. Naturally the engine resolves itself into steaming, knocking and general laboring. Even if the driver stops and gives it half a chance to cool off, some permanent injury is likely to have been done.

With one thing following another in this way the motorist will find that an apparently inconsequential matter will speedily resolve itself into serious trouble. Each effect of a cause becomes a cause itself, with the result that one thing will start going a whole chain of trouble.

Frequently one's method in driving has a lot to do with it. Many a car could be kept cooler on a holiday if operated at a more suitable speed. For every car there is what is known as a "rolling speed." If the driver will discover it and stick to it he will find that the engine will keep pulling with very little effort, and thus with much less tendency to overheat, even if it is working at a disadvantage so far as the weather is concerned.

THE CAR'S "ROLLING SPEED."

It is not difficult to find this "rolling speed." It is the speed at which the car will maintain its highest speed with the least amount of gas. In order to find it the hand throttle should be used instead of the accelerator, since the former better reveals to the driver the amount of gas he is admitting to the cylinders. He will note that at certain definite rate of speed he will be able to let off a little gas without loss of it. This is the speed at which the car is aided by its own momentum.

Sometimes it is necessary to regain this "rolling speed," should a slight up grade or a rough stretch of roadway upset the driver's plan. In this case it is best to accelerate briskly rather than to drag along until the right speed is again reached.

A BEAUTY TIP.

This is the time of the year when a car comes back to the garage covered with tar spots. Vaseline, if given reasonable time, will soften tar spots. When these have been softened, wash away the grease spots with a mild soap, and make sure all soapy water is rinsed off before it dries, otherwise it will leave spots.

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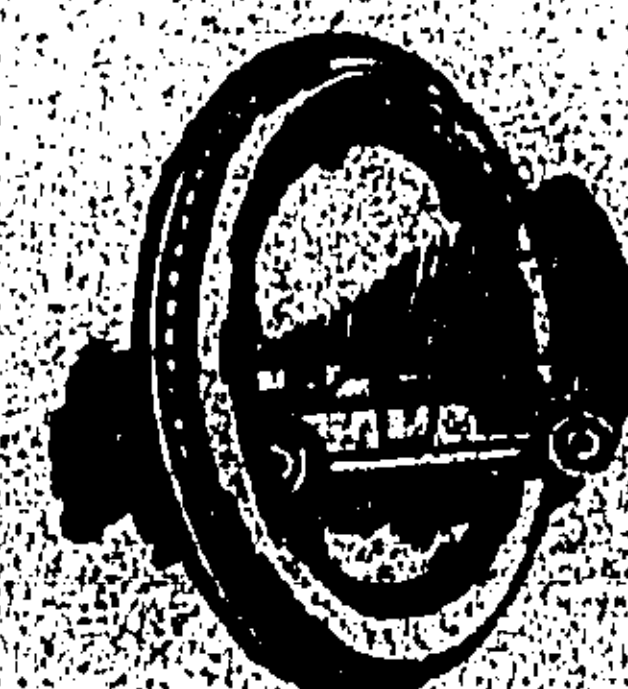
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CONFESSION.

By the Rev. G. R. Lindsay, M. A.

Though certain experiences are common in every true conversion they do not necessarily occur in the same order.

No two human experiences are exactly similar, and God is not stereotyped in His working. Different circumstances and different truths draw men to Him. Some come with a sense of a load of sin and others do not realise they have a load until they come, but confession of sin must come in at some time in the case of every one who gives his heart to God. And the confession must be not merely of word but of particular sin—the lie—the slander—the temper—the prayerlessness, "The very wounds that shame would hide"—which are red like scarlet in the memory and hot like fire in the conscience.

The story of Zacchaeus, told in St. John's Gospel, illustrates this. What a confession was his. "Lord, I confess I am an extortioner, I have often robbed men in business, I am a Commissioner of Taxes and the temptations of my position have been too much for me. It is true that what I have done is common practice, but I now renounce it and repent of it as sinful."

Thousands are kept back from confessing Christ, because they shrink from confessing their sin. The temptations to neglect it or refuse it are many and subtle. There are some indeed who have endeavoured to evade this step in the Christian life, but the result has always been failure. It is a humbling thing to drag one's folly into the daylight, but we must humbly admit that our sins are ours—the mistake committed in days of ease and idleness, the folly of a mad moment, the thoughts pondered over in unhallowed hours—and then accept God's judgment upon them. Then, and then only, can we say "I confessed my sins and

Thou forgavest the iniquity of Thy servant."

But true confession of sin includes confession and reparation to anyone whom we have wronged. "Behold Lord," cries Zacchaeus, "I here and now give half my wealth to the poor, and restore fourfold the money I have taken by fraud." The men whom Zacchaeus had robbed, would have no doubt about his sincerity. There is no aspect of confession so difficult or delicate as this, but there is no confession more imperative. There may be a deed of the long past, a word spoken, a purpose cherished and it might not serve any good purpose to confess these, but to God only. But when confession is wise and restitution possible both should be made.

There are men who have confessed their sin to God, but who are unforgiven because they will not acknowledge their wrong to the one whom they have injured. "If thou bring thy gift to the altar and there rememberest that thy brother hath aught against thee leave there thy gift, first be reconciled to thy brother and then come and offer thy gift." That is the law of Christ. Do we owe anyone a confession. It is a debt we must pay. Such a confession makes a man God's nobleman in the very act. How we love men who have the courage to do it. We are quick to insist that others should confess their wrongs, to humble themselves and apologise. By our very conduct we admit that we realise the necessity of confession. Let us leave our brother's sins alone. Our sin is our own, and that we confess our wrong is a condition of God forgiving us. When we are convicted of our sin we must confess it to God, and, if necessary, to the one whom we have injured and then we can claim the promise that, "If we confess our sins, He is faithful and just to forgive us."

DAY BY DAY.

It is notified that, at the expiration of three months from October 29th, the Hongkong Man Sang Kung Yick Association, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved. It is also notified that the name of the Hung Shun Steamship Company, Limited has been struck off the Register.

B — ?
F — ?
W — ?

CANCELLATION OF STAMPS.

INTERESTING POINT RAISED.

In the case of the Chun Fung firm versus Kam Tai and the Fung Hop, heard before the Pseudo Judge, Mr. Justice (Comptrol), yesterday afternoon an interesting point was raised as to the admissibility of a bill of exchange as evidence when the bill had not been duly stamped on the date of presentation.

Mr. Nash appeared for the plaintiff and Mr. Hind for the defendant, the action being for the payment of a promissory note for \$1,000.

Mr. Hind claimed that a bill of exchange must be duly stamped and cancelled before payment can be made and therefore the right of action was nullified. It was agreed that on the day of presentation the bill had not been "duly stamped" as laid down by the Hongkong Ordinances. It could not be admitted as evidence.

Replying, Mr. Nash held that the only test of admissibility was whether the document was stamped and cancelled when produced in Court and quoted a mass of authority dealing with the matter dating from 1857 to the present day, but which was mainly concerned with postdated cheques.

During his claim on Section 20 of the Stamp Ordinance of Hongkong, Mr. Hind said that had his client paid plaintiff when the note was presented, he would, under the circumstances, have been guilty of a criminal act and made himself liable to a heavy fine. He was prohibited from paying under that section and therefore plaintiff could not sue.

Judgment was reserved.

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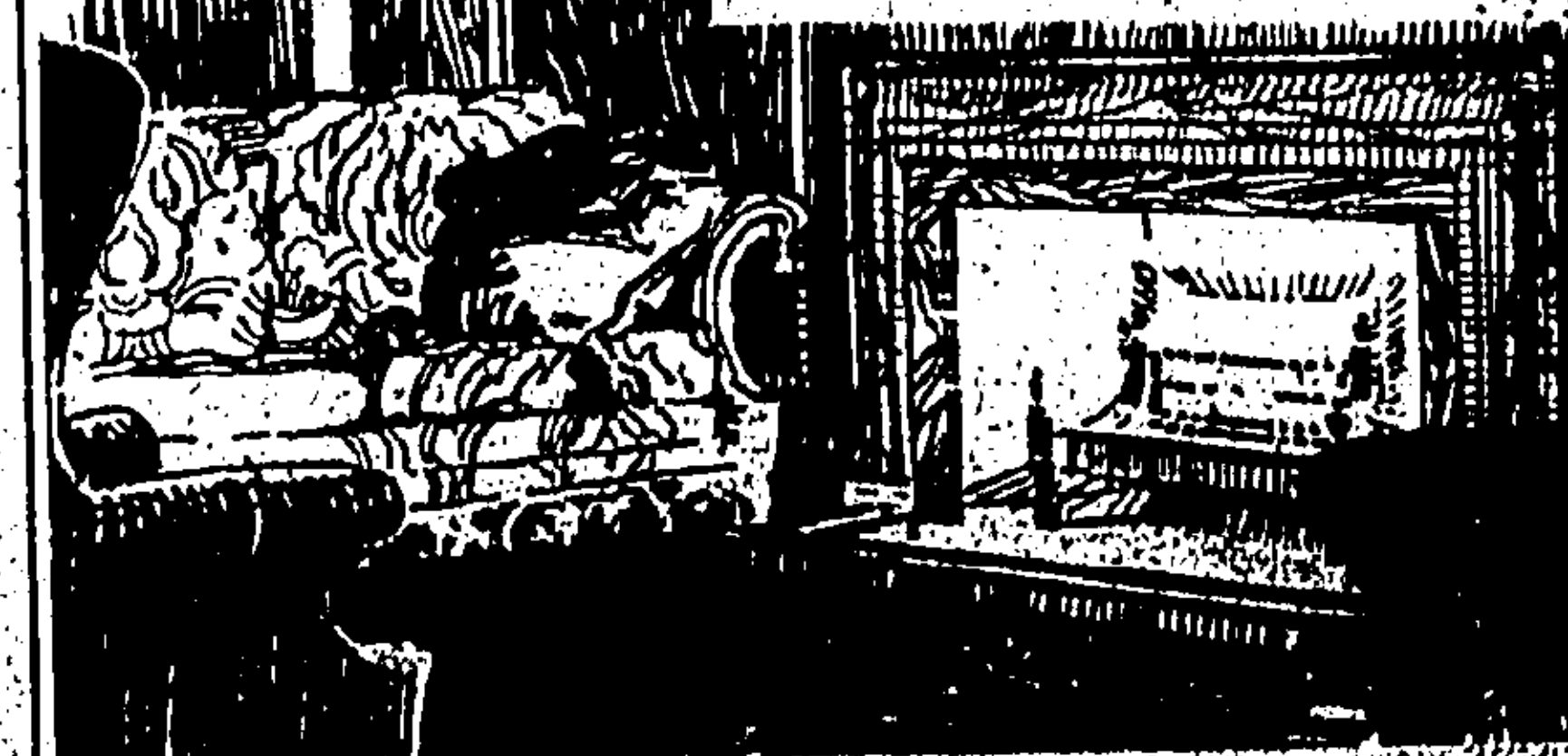
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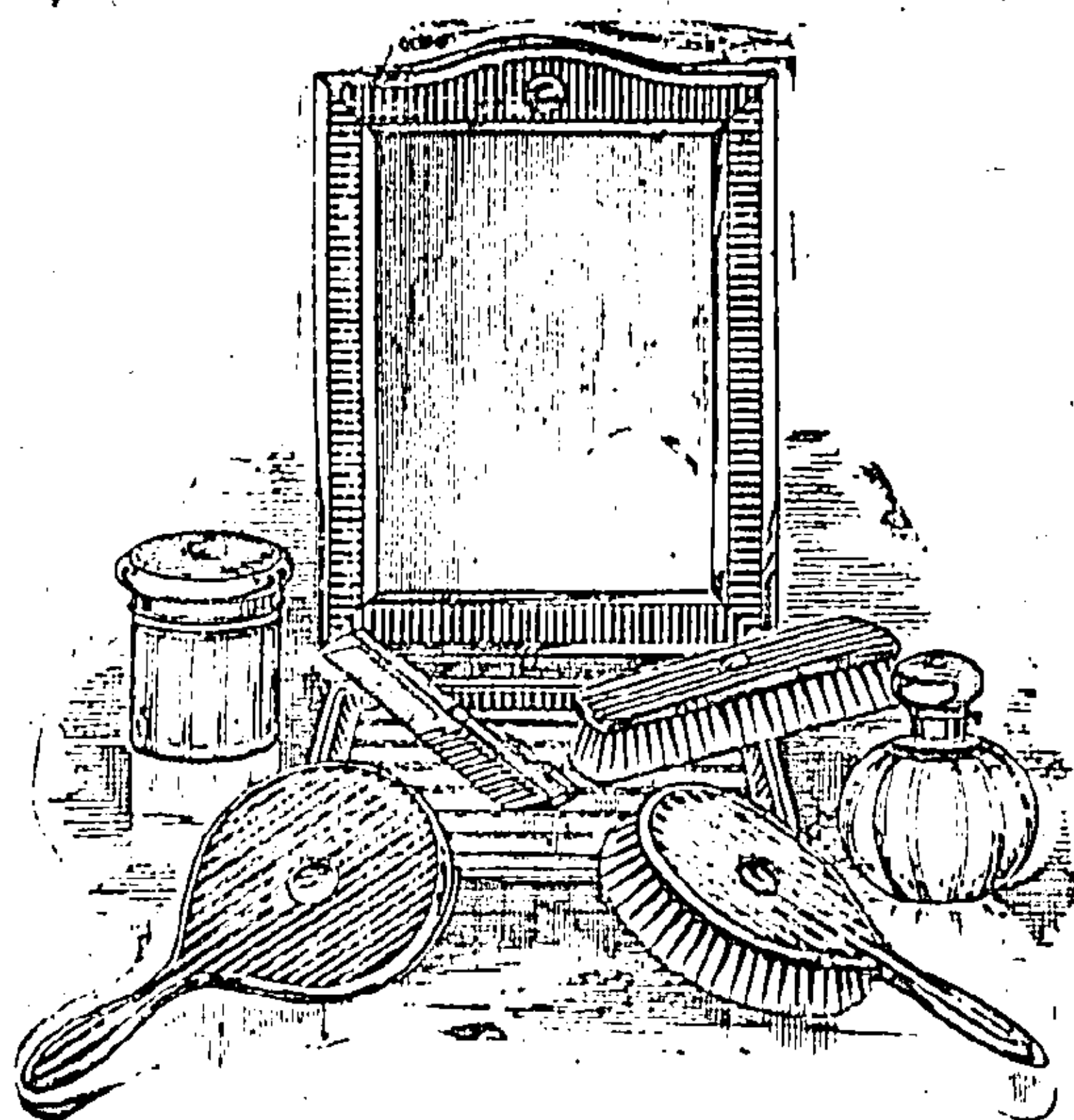
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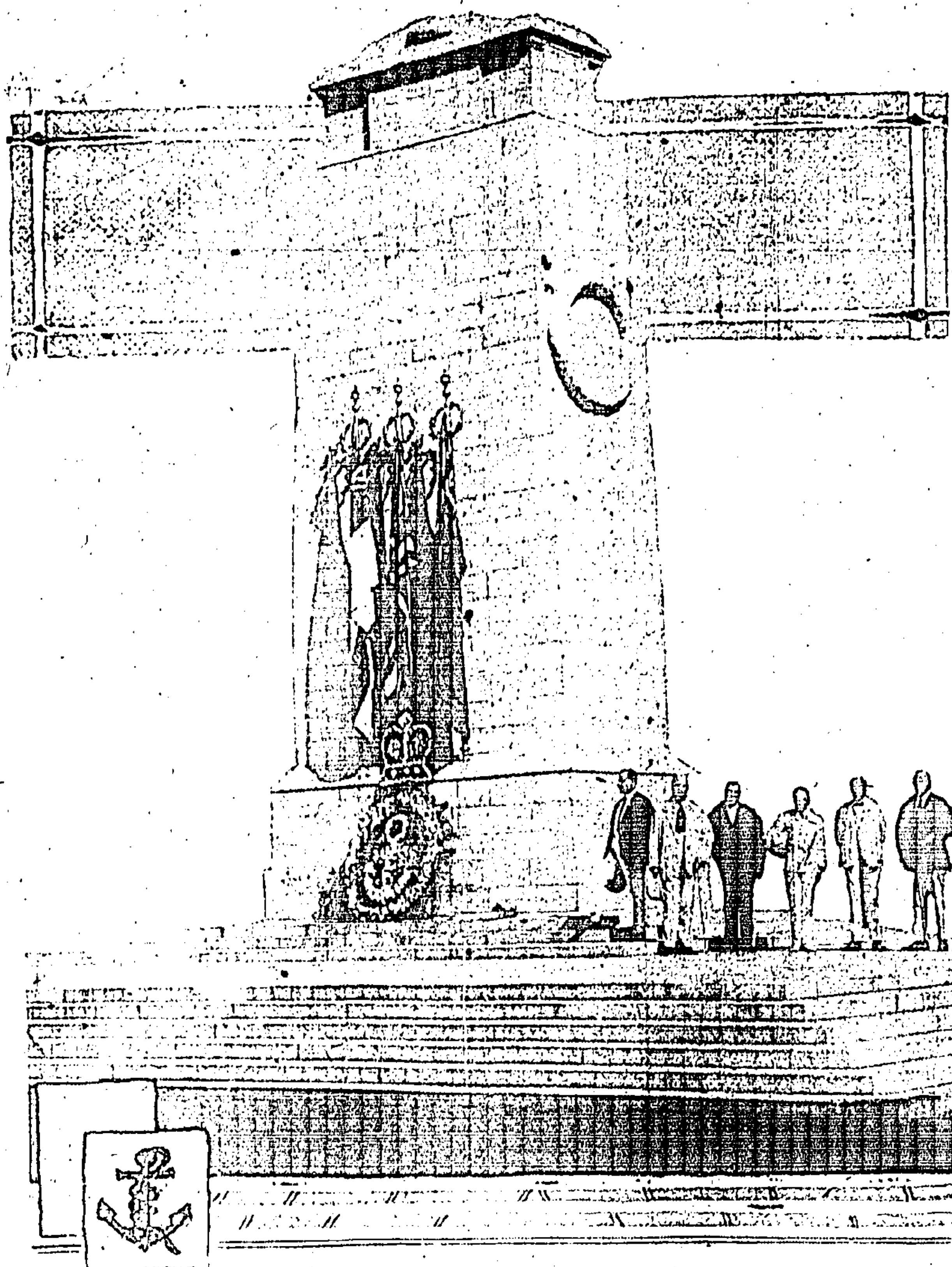
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This shows how the local branch of the Navy League honoured the Cenotaph on "Trafalgar Day." The wreath stood over 7 ft. high (Photo by Ming Yuen).



The most recent picture of Sir Robert Ho Tung, taken whilst he was in England.



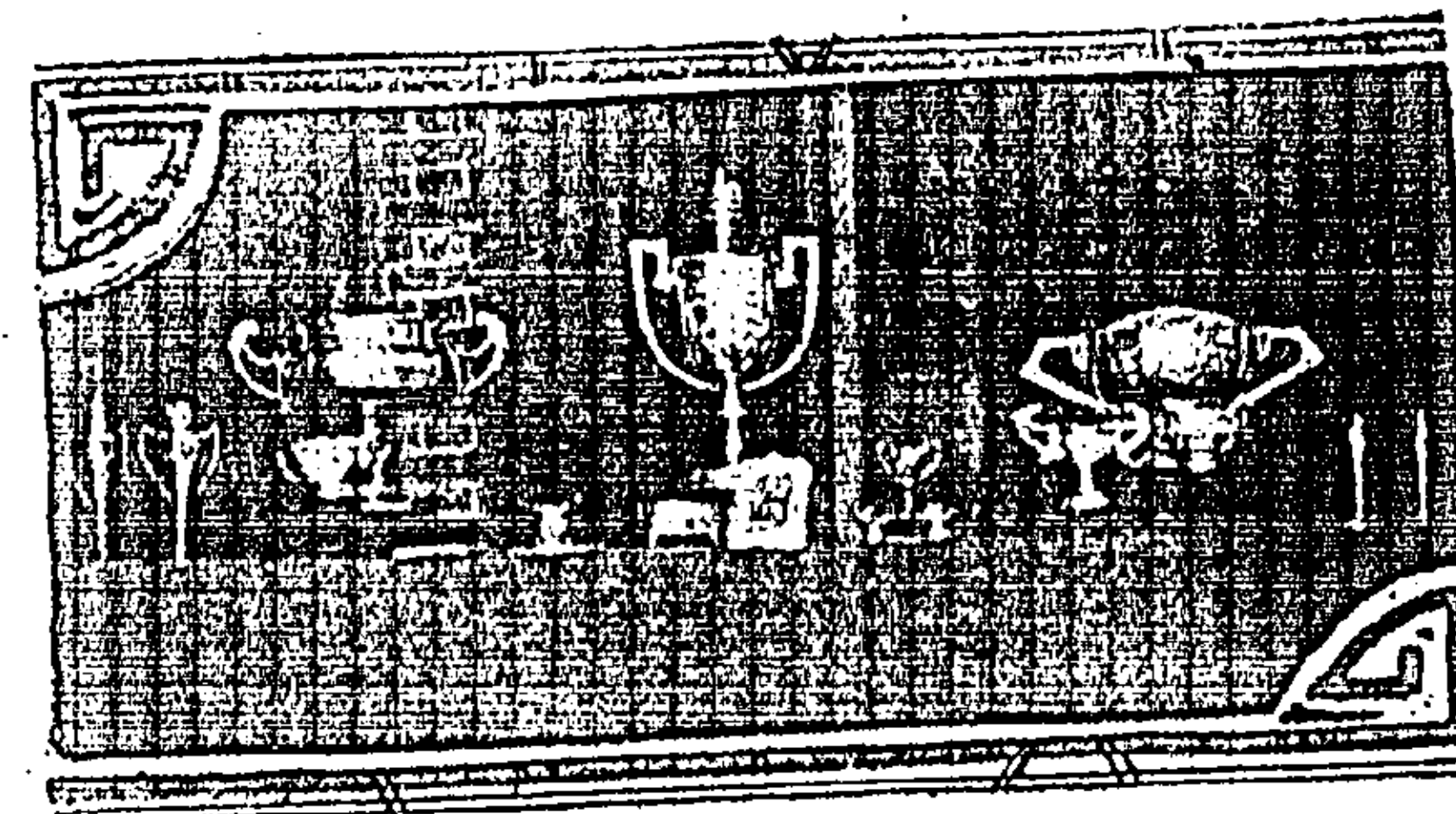
Fair-day seller, doing business outside the Hongkong Club on "Trafalgar Day."



The serious developments after the Chekiang collapse led to the closing of the Shanghai Settlement, and no-one was allowed to leave or enter after dusk. This picture gives an idea of the precautionary measure at the boundary where all Chinese were carefully searched.



One of Hongkong's most promising young swimmers, G. T. May, who came in second in the Open Harbour Race.



The Harbour Race prizes, on view at the V.R.C. during the swimming of the race.

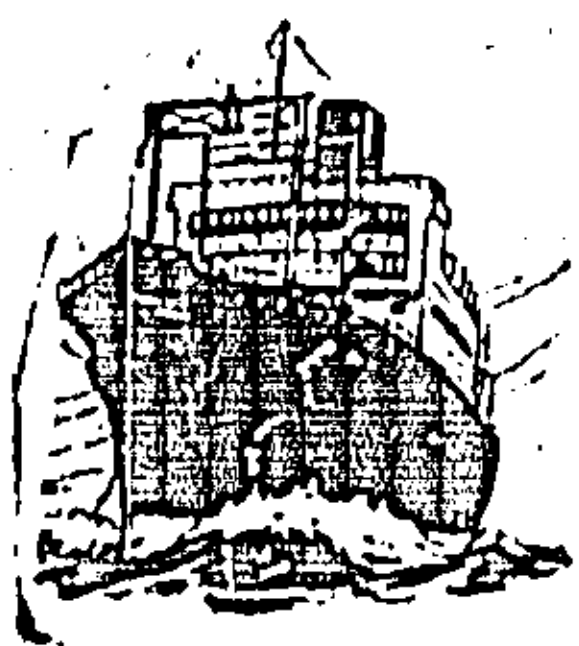


Pictures taken at the M.C.L. Foto last Saturday, the lower one showing H.E. the Governor.



Mr. C. J. Cooke, the veteran swimmer, who so surprisingly won the Open Harbour Race.

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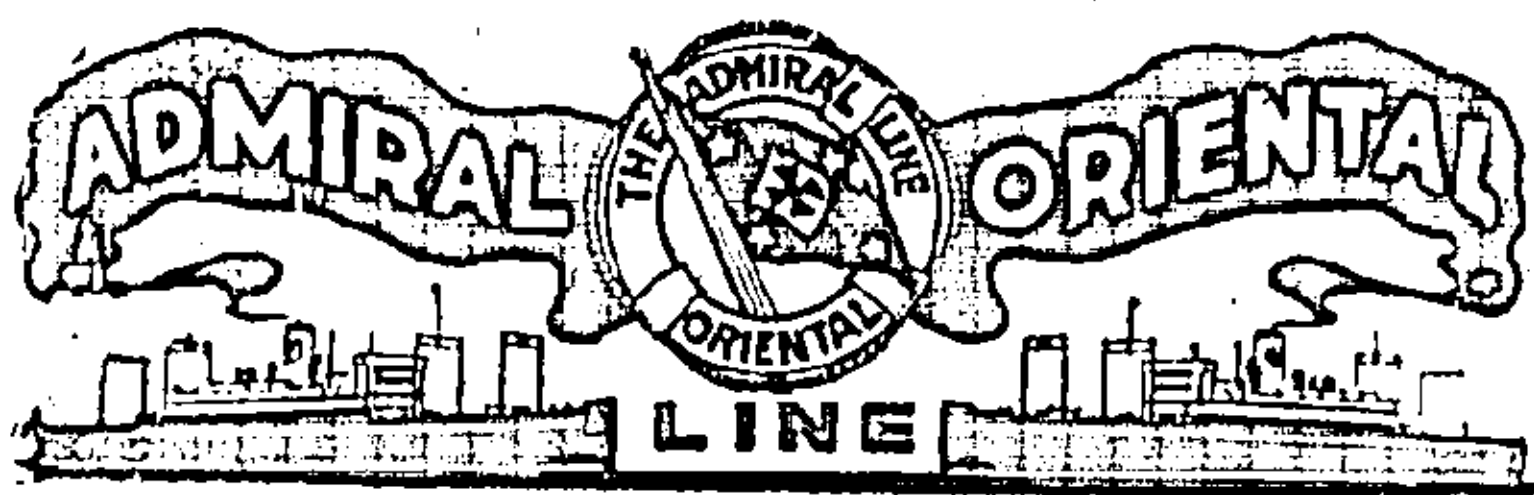
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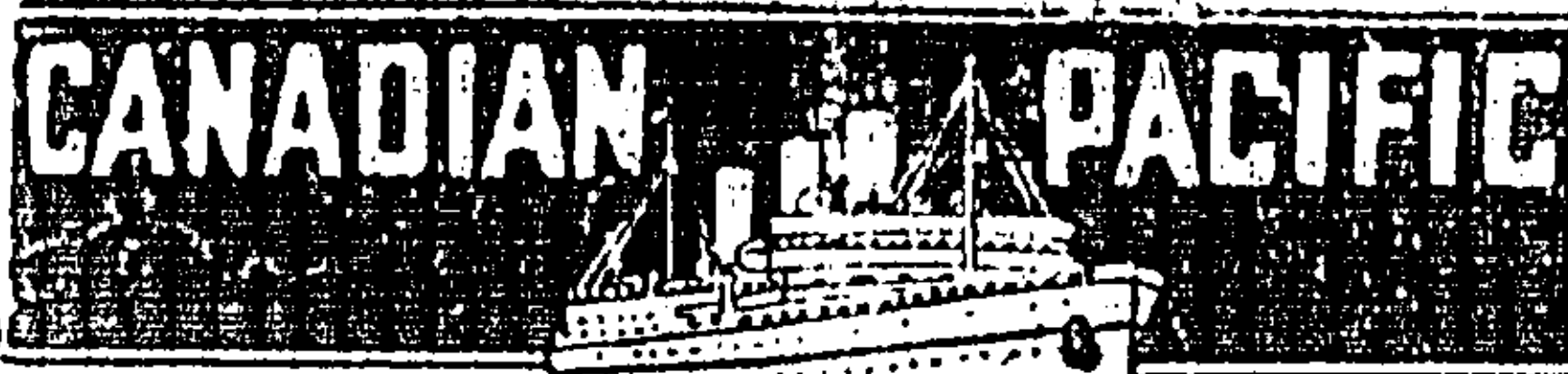
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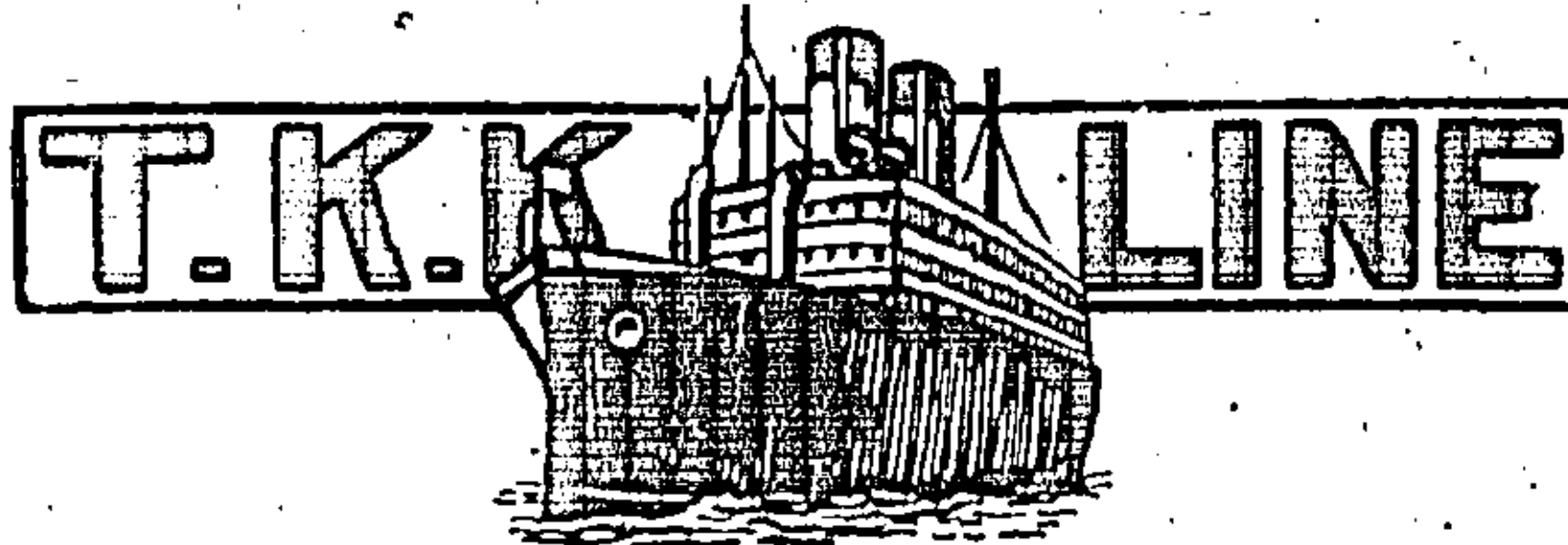
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noon to-day requesting it to be
landed here.

Bills of Lading will be counter-
signed by the Undersigned, Goods
remaining unclaimed after the
3rd. November, at Noon will be
subject to rent and landing
charges.

All claims must be sent in
to me on or before the 7th.
Nov. or they will not be re-
cognized.

All damaged packages will be
examined on Saturday the
1st. November, at 10 a.m. by
Messrs Goddard & Douglas.

No Fire Insurance has been
Effectuated.

R. RODENFUSER,

Agent

Hongkong 27th. Oct. 1924.

S. S. "AMAZONE"

Consignees of Cargo from
Marseilles &c.

In connection with above
Steamer are hereby informed that
their goods with the exception of
Opium, Treasure and Valuables
are being landed and stored at
their risks into the Godowns of
the Hongkong Kowloon Wharf
and Godown Co., Ltd. Kowloon
whence delivery may be obtained
immediately after landing.

Optional Cargo will be forward-
ed on unless intimation is received
from the Consignees before
noon to-day requesting it to be
landed here.

Bills of Lading will be counter-
signed by the Undersigned, Goods
remaining unclaimed after the
3rd. Nov., 1924 at Noon will be
subject to rent and landing
charges.

All claims must be sent in
to me on or before the 7th. Nov. 1924
or they will not be recognized.

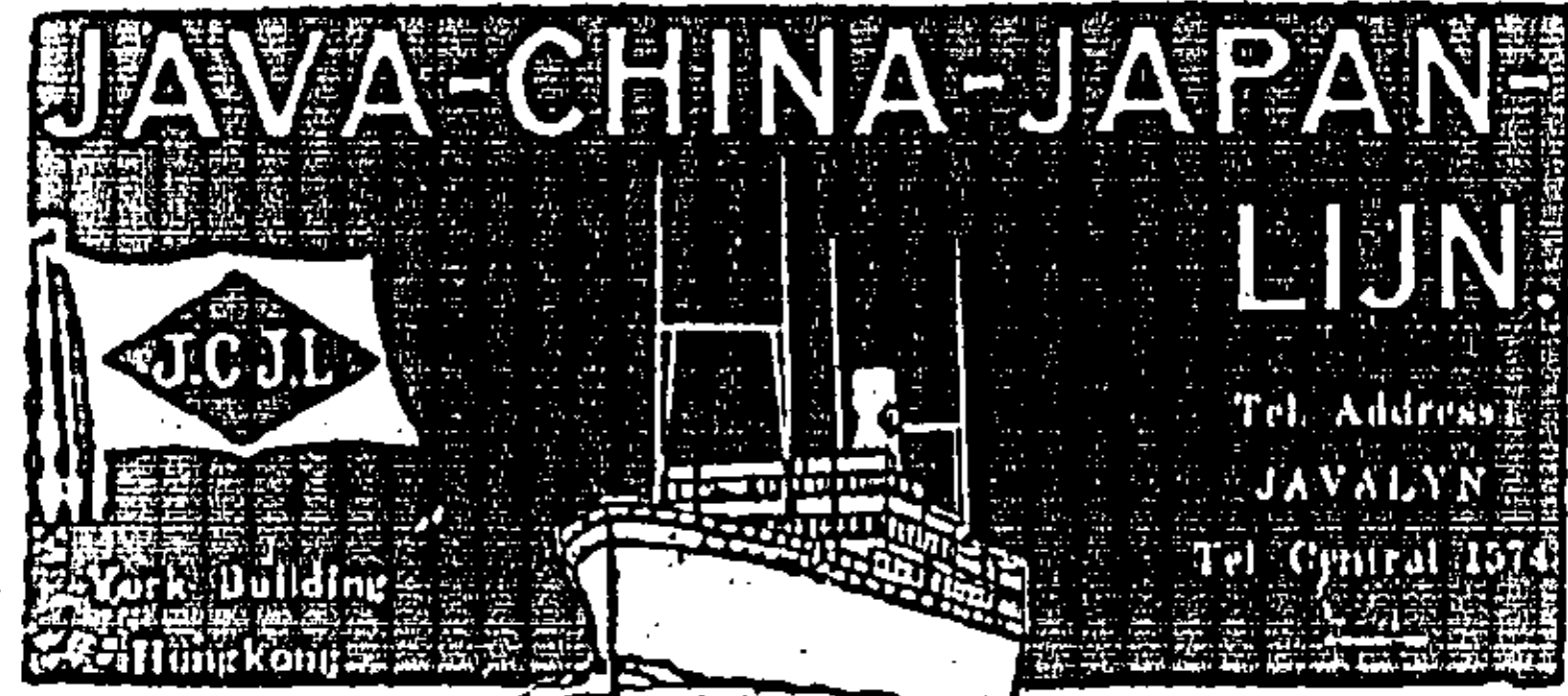
All damaged packages will be
examined on Saturday the
1st. Nov. at 10 a.m. by Messrs
Goddard & Douglas.

No Fire Insurance has been
effectuated.

R. RODENFUSER,

Agent

Hongkong, 27th. Oct. 1924.



REGULAR FORTNIGHTLY SERVICE BETWEEN JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarang	Batavia	In Port	1st Nov.	S'hai & N. China
Tjipanas	Java	In Port	1st Nov.	D'an & S'tang
Ombilin	Java	1st Nov.	—	—
Sawah Lento	Java	7th Nov.	—	—
Tjimanoeck	N. China	7th Nov.	12th Nov.	Batavia
Tjikini	Shanghai	8th Nov.	10th Nov.	Mak. & Soor.
Tjibodas	Java	9th Nov.	12th Nov.	Amoy/S'hai.
Tjisalak	Japan	14th Nov.	19th Nov.	Batavia
Tjikembang	Java	16th Nov.	20th Nov.	S'hai & N. China
Tjikarang	N. China	23rd Nov.	26th Nov.	Batavia
Tjitaroem	Java	23rd Nov.	26th Nov.	Japan

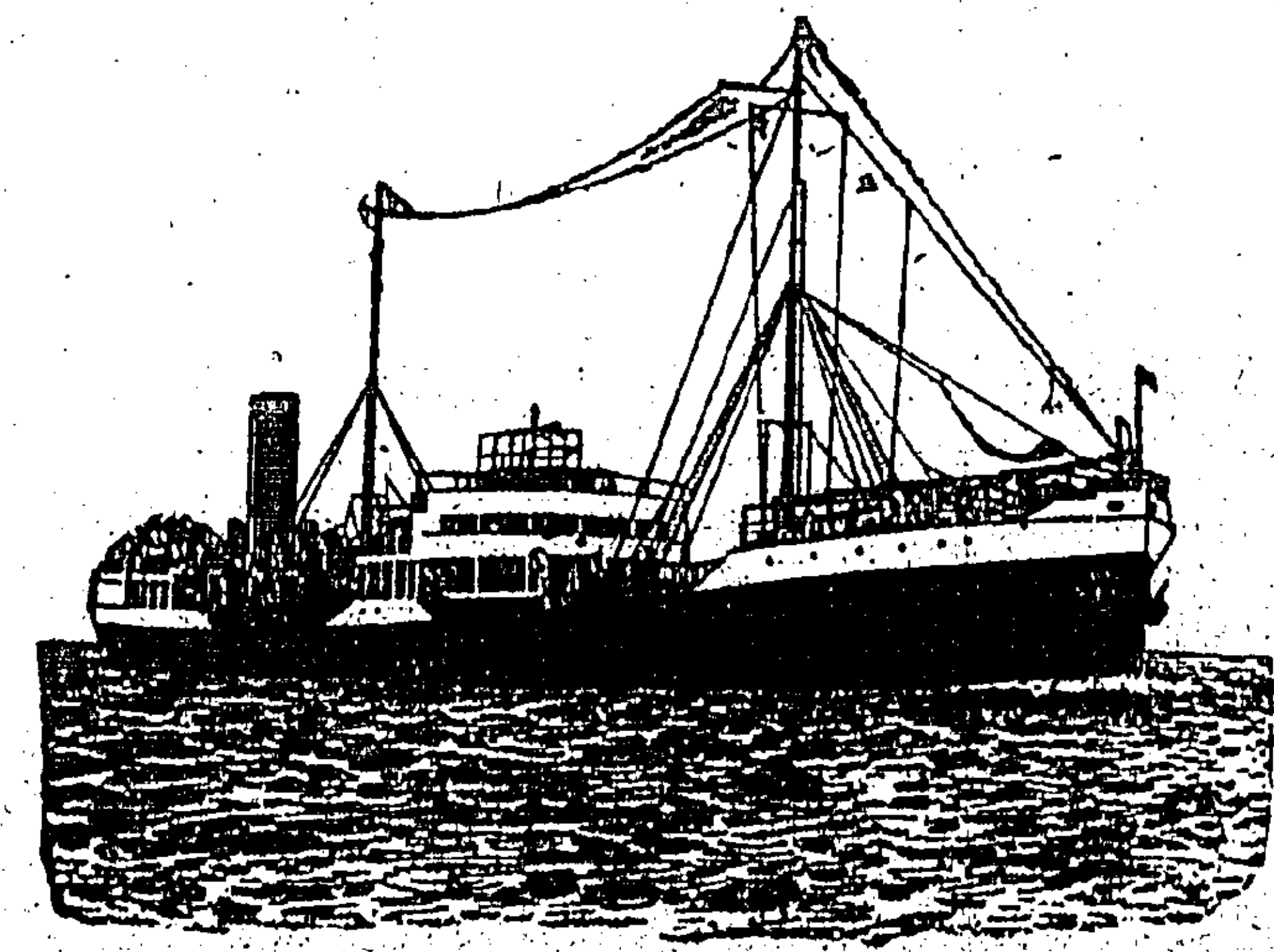
The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken to
through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG.
Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
Western Union and Watkins, Benson's, Moroni.
Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and
Brass Founders, Forge Masters, Electricians.



OIL TANK STEAMER "PALUDINA."

412' 0" x 53' 1" x 31' 0" x 8,400 tons d.w. x 3,100 H.P.

Built by the THE HONGKONG & WHAMPOA DOCK CO., LTD., at KOWLOON DOCK
the order of THE ANGLO SAXON PETROLEUM CO., LTD., being one of four similar
vessels built in these WORKS to the same order.

Please address enquiries to the Chief Manager.

H. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

Shipping Europe, Australian, and other Ports.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES INCORPORATED IN ENGLAND) TO Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, Etc. PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS. (UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
KASHGAR	9,005	1st Nov. noon	M'lon, London & Antwerp
MALWA	10,941	15th Nov.	Marseilles & London
SARDINIA	6,684	26th Nov.	S'pore, Pang, C'bo & B'bay
KARNATA	9,098	29th Nov.	M'lon, London & Antwerp
MANTUA	10,902	13th Dec.	Marseilles & London
BOUDAN	6,696	24th Dec.	S'pore, Pang, C'bo & B'bay
INDIA	9,135	27th Dec.	M'lon, London & Antwerp
MACEDONIA	11,089	10th Jan. 1925	Marseilles & London
SICILIA	6,813	21st Jan.	S'pore, Pang, C'bo & B'bay
KALYAN	9,118	24th Jan.	M'lon, London & Antwerp
MOREA	10,911	7th Feb.	Marseilles & London
SARDINIA	6,684	18th Feb.	S'pore, Pang, C'bo & B'bay
KASHMIR	8,963	21st Feb.	M'lon, London & Antwerp
MALWA	10,941	7th Mar.	Marseilles & London
BOUDAN	6,696	18th Mar.	S'pore, Pang, C'bo & B'bay
KASHGAR	9,005	21st Mar.	M'lon, London & Antwerp
MANTUA	10,902	4th Apr.	Marseilles & London
KARNATA	9,098	18th Apr.	S'pore, Pang, C'bo & B'bay
SARDINIA	6,684	28th Apr.	M'lon, London & Antwerp

BRITISH INDIA-APCAR SAILINGS (South)

ACADE	6,494	1st Nov. 1 P.M.	S'pore, Penang & Calcutta
VALWA	10,000	16th Nov.	S'pore, Penang & Calcutta
VILAWA	8,500	27th Nov.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

CRAPURA	6,000	31st Dec.	Manila, S'kan, Thursday Is.
ST. ALBANS	4,500	28th Jan. 1925	Townsville, B'hano, Sydney
EASTERN	4,000	28th Jan.	and Melbourne.

For further information apply to: NIPPON YUSEN KAISHA, Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

SAILINGS TO SHANGHAI & JAPAN.

EASTERN	4,000	2nd Nov. D.L.	Moji & Kobe
SARDINIA	6,684	2nd Nov. D.L.	Moji & Kobe
TILAWA	8,500	8th Nov.	Moji & Kobe
MAN'UA	10,902	14th Nov.	Shanghai, Moji & Kobe
TAIREA	8,500	18th Nov.	Kobe
KHIVA	9,135	29th Nov.	Shanghai, Moji & Kobe
BOUDAN	6,696	29th Nov.	Shanghai, Moji & Kobe
TALUWA	8,500	2nd Dec.	Kobe

All dates are approximate and subject to alteration without notice. WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24ft. x 2ft. x 1ft. will be accepted at the Co.'s Office up to noon on the day previous to sailing. For Passage Rates, Handbooks, Freight, etc., apply to MACKINNON, MACKENZIE & Co., Agents.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
CARMARTHENSHIRE	13th Nov.	GLEN JARRY	18th Nov.
CARMARTHENSHIRE	27th Nov.	GLEN JARRY	18th Nov.
GLENTARA	14th Dec.	GLENAPP	6th Dec.
GLENBEG	25th Dec.	GLENAPP	6th Dec.

Movements are subject to change without notice. For freight or further particulars please apply to:—

JARDINE MATHESON & CO., LTD.
THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave H'kong for M'lon, S'kan, Thurs. Is. & A'lian Ports.
CHANGSHA	2nd Nov.	7th Nov.
TAIWAN	15th Dec.	20th Dec.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire, (JOHN SWIRE & SON, LTD.) Agents.

Telephone Central No. 36.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports. Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada. Through passage rates to Europe via America U. \$405, G. \$420, G. \$440. SHIDZUOKA MARU ... Tuesday, 4th Nov. at 11 a.m. YOKOHAMA MARU ... Sunday, 23rd Nov. at 11 a.m. MARSEILLES, LONDON & ANTWERP via Singapore & Ports. KASHIMA MARU ... Wednesday, 5th Nov. at 11 a.m. HAKONE MARU ... Wednesday, 19th Nov. at 11 a.m. HAMBURG via LONDON & ROTTERDAM & Ports. MATSUMOTO MARU ... (Calls Hull) ... Friday 5th Dec. LIVERPOOL via ADEN & MARSEILLES. TAJIMA MARU (Calls Glasgow) ... Friday, 21st Nov. SYDNEY & MELBOURNE via Manila & Ports. MISHIMA MARU ... Friday, 21st Nov. at 11 a.m. TANGO MARU ... Wednesday, 17th Dec. at 11 a.m. NEW YORK and/or BOSTON via PANAMA. TSUYAMA MARU ... Saturday, 1st Nov. BUENOS AIRES via Singapore, Durban & Cape Town. AWA MARU ... (Calls Port E. & Delagoa B) Friday, 7th Nov. BOMBAY via Singapore & Colombo. CEYLON MARU ... Monday, 10th Nov. HAKODATE MARU ... Monday, 17th Nov. CALCUTTA via Singapore, Penang & Rangoon. NAGATO MARU ... Wednesday, 12th Nov. NAGASAKI, KOBE & YOKOHAMA. TANGO MARU ... Thursday, 13th Nov. SHANGHAI, KOBE & YOKOHAMA. SADO MARU ... (Omits Shanghai) Sunday, 2nd Nov. THAMES MARU ... Monday, 3rd Nov. FUSHIMI MARU ... Tuesday, 4th Nov. HAKOZAKI MARU ... Tuesday, 18th Nov. For further information apply to: NIPPON YUSEN KAISHA, Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "DACRE CASTLE" ... Sails about 12th Nov.
S.S. "EGREMONT CASTLE" ... Sails about 9th Dec.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FUME).

TAKING, CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "DUCHESSA D'AOSTA" ... Sails about 1st Nov.
S.S. "NIPPON" ... Sails about 22nd Nov.
S.S. "ROSANDRA" ... Sails about 2nd Dec.
S.S. "NUMIDIA" ... Sails about 22nd Dec.
S.S. "VENEZIA" ... Sails about 1st Jan. 1925

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "PERSIA" ... Sails about 6th Nov.
S.S. "DUCHESSA D'AOSTA" ... Sails about 8th Dec.
S.S. "NIPPON" ... Sails about 2nd Jan. 1925.
S.S. "ROSANDRA" ... Sails about 7th Jan.
S.S. "NUMIDIA" ... Sails about 2nd Feb.
S.S. "VENEZIA" ... Sails about 7th Feb.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 1st Dec.
Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD.,
Telephone Central 1030. Agents.

ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong Subject to alteration.

City of Glasgow 5th Nov. M'lon, L'don, R'dam, H'burg & Antwerp
City of Karachi 26th Nov. Shanghai & Japan
City of Lahore 4th Dec. Marseilles, London, etc.
City of Karachi 29th Jan. Marseilles, London, etc.
City of Baroda 4th Mar. Marseilles, London, etc.
Tratford Hall 11th Apr. Marseilles, London, etc.

PASSENGER SERVICE.

City of Karachi 26th Nov. Shanghai & Japan
City of Lahore 4th Dec. Marseilles, London, etc.
City of Karachi 29th Jan. Marseilles, London, etc.
City of Baroda 4th Mar. Marseilles, London, etc.
Tratford Hall 11th Apr. Marseilles, London, etc.

City of Karachi 26th Nov. Shanghai & Japan
City of Lahore 4th Dec. Marseilles, London, etc.
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City of Karachi 29th Jan. Marseilles, London, etc.
City of Baroda 4th Mar. Marseilles, London, etc.
Tratford Hall 11th Apr. Marseilles, London, etc.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination. Steamer. Sailing. 1st Nov. at 3 p.m. SHANGHAI via S'ow ... Suisang Sun. 2nd Nov. at 7 a.m. HAIPHONG via Hoihow Mingsang Sun. 2nd Nov. at 10 a.m. BANGKOK via Swatow Kwaisang Mon. 3rd Nov. at noon. STRAITS & Calcutta ... Laisang Tues. 4th Nov. at 3 p.m. TIENSIN ... Chipshing Wed. 5th Nov. at noon. STAO via S'ow & S'hai Waisang Thurs. 6th Nov. at 7 a.m. SANDAKAN ... Hinsang Sat. 8th Nov. at 3 p.m. KOBE via Moji ... Namsang Sat. 8th Nov. at 7 a.m. MANILA ... Yuensang Sat. 8th Nov. at 11 a.m. HAIPHONG via Hoihow Leesang Sun. 9th Nov. at 10 a.m. SHANGHAI via Swatow Tungshing Sun. 9th Nov. at 7 a.m. BANGKOK via Swatow ... Hopsang Mon. 10th Nov. at 10 a.m. STRAITS & Calcutta ... Fooksang Mon. 17th Nov. at 3 p.m. STRAITS & Calcutta ... Kuisang Mon. 24th Nov. at 3 p.m. Calcutta Line:—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta, steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon. Shanghai Line:—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai. Manila Line:—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Saturday at 11 a.m. Haiphong Line:—Sailings approximately weekly for passengers and cargo, calling at Hoihow both ways. Borneo Line:—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers s.s. "HINSANG" & "MAUSANG" both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawao and Lahad Datu. Tientsin Line:—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo. Bangkok Line:—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Laisang" will be despatched on or about Tuesday 4th Nov. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA. Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:—
JARDINE MATHESON & Co., Ltd.
Telephone Central No. 215 General Managers.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE Regular Service of Fast, High-Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships. Captain. Leaving. Haiching ... Ellis Walker ... TUES., 4th Prox. at 1 p.m. Haiching ... A. H. Stewart ... FRI. 7th Prox. at 1 p.m. Haiching ... W. C. Passmore ... TUES., 11th Prox. at 5 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier). For Freight and Passage, apply to Douglas Lapraik & Co., General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haiching", "Haiching" & "Haiching" at the Reduced Rate of \$80.00 including Meals while the steamer is in Port.



KONINKLIJKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN CLOON

will be despatched on 6th Nov.

SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths, English Cuisine, doctor carried, wireless telegraph.

1st. CLASS FARE TO SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.) services to all destinations in the Netherlands East Indies.

Agents:—JAVA CHINA JAPAN LIJN, Telephone Central No. 1574. York Building, Charter Road.

MESSAGERIES MARITIMES

SERVICES CONTRACTUALS

Mail Steamer	Next Sailing from Marseilles	Pro. arr. at H'k. and Sailing for S'hai & Japan	Pro. Sailing from H'k. for M'lon
PORTHOS	—	—	9th Nov.
AMAZONE	—	—	23rd Nov.
ANGOR	9th Oct.	10th Nov.	7th Dec.
ANGERS	23rd Oct.	24th Nov.	21st Dec.
PAUL LECAT	6th Nov.	8th Dec.	4th Jan. 1925.
ANDRE LEBON	20th Nov.	22nd Dec.	18th "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)

A Class } 1st Class \$95.00 B. Class } 1st Class \$83.00

Steamers } 2nd Class \$68.00 Steamers } 2nd Class \$60.00

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIQUE COMMERCIALES (CARGO-BOATS).

S.S. "LT. ST. LOUBERT-BIE" from Dunkirk, London, Havre is due to arrive about 3rd week of November.

For full particulars apply to: Messageries Maritimes Co., 3 Queen's Building.

Telephone Central 740. CONFIRMATION TRANSIT. PRESENTION.

CONSIGNEES.

ADMIRAL ORIENTAL LINE.

The Steamship, "EDMORE,"

having arrived from Seattle via ports on Oct. 27th, 1924 Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by Superintendent of Imports & Exports, Hongkong, before Bills of Lading will be countersigned. All broken, chafed & damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on Nov. 1st, 1924, by the Company's Surveyors, Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 3rd Nov. 1924, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE.
4, Des Voeux Road.
Hongkong, October, 27th, 1924.

ADMIRAL ORIENTAL LINE.

The Steamship "PRES. GRANT"

having arrived from Manila P. I. on 28th October, 1924, Consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., at Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the godowns, where it will be examined at 10 a.m. on 3rd Nov. 1924, by the Company's Surveyors Messrs. Anderson and Ashe.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognised. No claims will be recognised after the goods have left the godowns, and cargo undelivered on and after 4th Nov. 1924, will be subject to rent. No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately. United States Shipping Board, Emergency Fleet Corporation, Agents.

ADMIRAL ORIENTAL LINE
4, Des Voeux Road.
Hongkong, 28th Oct. 1924

NOTICE TO CONSIGNEES.

THE DEN LINE STEAMERS, LIMITED.

From LEITH, MIDDELSBRO, ANTIWERP, LONDON & STRAITS

The Steamship "BENALDER"

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and or from the wharves, delivery may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 4th Nov. will be subject to rent.

All claims against the steamer must be presented to the Under-Engineer on or before the 18th Nov., or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 4th Nov. at 10 a.m. No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON AND CO., LTD., Agents.

Hongkong, 28th Oct. 1924.

Y. K. Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker. Coalmine Owners, General Coal Merchant.

REGULAR FREIGHT & PASSENGER SERVICE BETWEEN KEELUNG, HONGKONG, CANTON & HAIPHONG. Sailing from Hongkong.

FOR CANTON S.S. "TAIKWA MARU" ... on or about 13th Oct. FOR HAIPHONG via Hoihow & Pakhoi S.S. "TAIKWA MARU" ... on or about 17th Oct. FOR KEELUNG via Swatow & Amoy S.S. "CHUKWA MARU" ... on or about 16th Oct.

For further particulars, please apply to: Branch Office, No. 57, Bonham Strand, West. MATARAI, AGENT. Top Floor, King's Building, Tel. Central No. 155. Tel. Central No. 140 & 4457.

HOTELS.

THE HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PRAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL
GRAND HOTEL KALEE: MAJESTIC HOTEL
Telegraphic Address: "CENTRAL SHANGHAI."
HOTELS,
LIMITED

In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First-Class Billiard Room & Saloon Bar.
Electric Lift and Telephone to each Floor.
Tels. K403 and K409. Cable address: "KOWLOON, Hongkong."
Under the Personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS.
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J. WITCHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.
FOR
COMFORT-FOOD-MUSIC-DANCING

Terms:—A la carte or Inclusive.
The after-dinner dances are held every Tuesday
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner,
and for Tiffin on Saturdays.

GRILL ROOM

Telegrams "Europe, Singapore".
Telephone 2740.
ARTHUR E. ODELL,
Managing Director.

QUEEN'S THEATRE

To-morrow, at 2.20, 5.15, 7.15 & 9.15
Sunday, at 6.00, 7.15 & 9.15

Last Showing of

NORMA TALMADGE

"The Moth"

A Fast Moving Drama of Society's Swift Set.

Commencing, MONDAY, Nov. 3rd.
RUBY DE REMER

"THE PASSIONATE PILGRIM"

It's a Cosmopolitan Production
Directed by Robert Vignola
The Production of

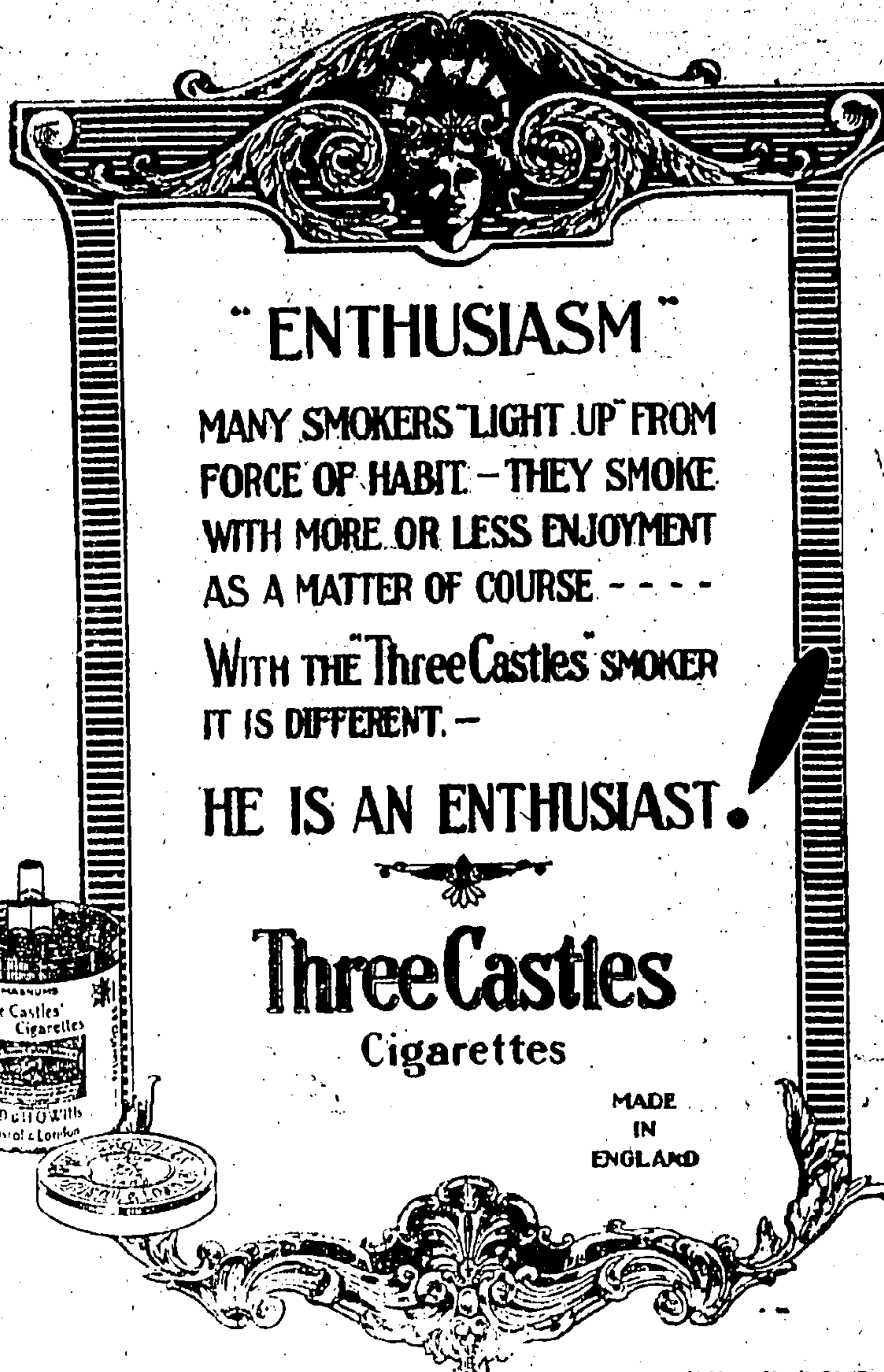
"When Knighthood was in Flower"

PASSENGERS ARRIVED.

For Admiral liner Prea Madison,
Oct. 31, from U.S.A., Canada, Japan
and Shanghai.—Mr. V. Barradas,
Mrs. F. M. Carvallo, Mr. A.
Domenech, Mr. Duerden, Mr. M.
Dvatin, Mrs. A. E. Domo, Mrs.
O. B. Gillard, Mr. A. Icheloff, Dr.
and Mrs. Jow Hawk, Mr. R. M.
Johnson, Mrs. Florence H. Langrill,
Mr. Li Su Yuen, Miss L. Lopez, Mr.
H. W. Ray, Mrs. Mabel Rigganbach,
Master J. Rigganbach, Miss R. Solo-

mon, Mr. N. Sweeney, Mr. F. G.
Vaux, Mr. K. S. Wong, Mr. E.
Yacoviff, Mr. T. A. Bruhl, Miss
Ethel Cunningham, Mr. G. P. Do
Groat, Mr. Roy J. Elstrom, Mrs.
F. H. Gouletto, Mrs. R. T.
Guiller, Miss P. Guiller, Miss
Amelio Guiller, Mr. Ong Kim, Mr.
A. B. Kelly, Mr. David Kydd, Mr.
W. L. Lamb, Miss J. Lamb, Mr.
S. B. La Tourette, Mr. A. Maluenda,
Mr. M. D. Manchester, Father Mark
McNeal, Brig. Gen. F. R. McCoy,
Mrs. E. A. Perkins, Mrs. E. A. Por-

Printed and Published for the Proprietor by Frederick Perez
Franklin, at 11, Ice House Street, in the City of Victoria Hongkong



"ENTHUSIASM"

MANY SMOKERS "LIGHT UP" FROM
FORCE OF HABIT—THEY SMOKE
WITH MORE OR LESS ENJOYMENT
AS A MATTER OF COURSE ———

With the "Three Castles" SMOKER
IT IS DIFFERENT. —

HE IS AN ENTHUSIAST.

Three Castles
Cigarettes

MADE
IN
ENGLAND

king, Mrs. C. W. Rosenstock, Miss
Dorothy Rosenstock, Mrs. H. F.
Scholtz, Mrs. Chas. Scholtz, Jr., Mr.
Charles Scholtz, Jr. and Mr. and
Mrs. N. J. Strunquist.

Per s.s. Karmala, from Europe
and ports, October 31st.—Lt. W.
R. Bull, Mr. J. S. Clelland, Mrs. T.
Arthur, Mrs. C. W. Bower, Miss
E. C. MacLaren, Mrs. H. P. K.
Oram, Miss G. Percival, Mr. S. H.
Dutton, Miss R. Stobart, Mrs.
Bevan and infant, Mrs. G. D. Leys,
Miss Leys, Mr. L. E. Paine, Dr.
and Mrs. H. M. Golding, Lt.-Col.
C. R. Thompson, Mr. and Mrs. F.
J. de Rome and infant, Mr. H. J.
Thomas, Mr. and Mrs. L. S. Long-
bottom and child, Mr. and Mrs.
D. C. Edmonston, Pay-Lt. J. A.
Hussy, Mr. P. F. Powlett, Mr. R. H.
Aldworth, Mr. H. C. Simms, Mr.
J. Smyth, Mr. R. M. Freer, Mr. M.
H. Churcher, Miss A. S. Fraser,
Mr. P. Johnson, Miss M. E. Bird,
Mrs. O. A. Thompson, Mr. P.
Jacks, Cowdr. Tinson, R.N., Mr. S.
H. Mays, Mrs. Greer and infant,
Mr. R. H. Cragg, Mr. Braun, Mr.
and Mrs. Kestler, Mrs. Hoe
Mun, Mr. and Mrs. L. O. Robin-
son, child and infant, Mr. D.
G. Hum, Miss E. Hum, Mr. W.
Burton, Mr. A. Burton, Miss U.
Burton.

CHURCH NOTICES.

A Charge of one Dollar is made
for Notices under this heading.

St. John's Cathedral, Hongkong,
Nov. 2nd, 1924, 20th Sunday
after Trinity, Holy Communion
(8 a.m.) Children's Flower
Service (10 a.m.) Matins
(11 a.m.) Holy Communion (12
noon) Evensong (6 p.m.).

First Church of Christ, Scientist,
Macdonnell Road, below Bowen
Road Tram Station. Sunday,
11.15 a.m. Wednesday, 5.30 p.m.
Reading Room open Tuesday
and Friday mornings 10 to 12.

EX-POLICEMAN'S £17,000.

At one time a policeman, and
for many years a member of the
Flintshire County Council, the
late Mr. John Phillip Jones, of
Pondre House, Holywell, Flint,
left estate valued at £17,061. Mr.
Jones, after serving as a police-
man, became High Bailiff to the
Mold, Flint, and Holywell County
Courts.

SHIPPING NEWS

The following local shipping and mail intelligence has been
corrected to noon to-day:

Vessels Arrived.			
Vessel	Agents	From	Mooring
Canfa	B & S	Liverpool via S'pore	1st Nov.
Olenhua	"	Hankow via Hoibow	"
Rochoow	"	Yokohama via S'pore	"
Kromo	Bat & Line	Shanghai via Keelung	"
Hydrangea	W Y Sine	Swatow	"
Obia G.	A U Line	Seattle via S'hai	"
Presumpch	Succoby	San Francisco	"
India Arrow	Larson	Shanghai via Hoibow	"
Prominent	Sing Lee	Haiphong via Pothai	"
L. mch w	Susuki	Yokohama via S'hai	"
Kyodo M.	N Y K	Kobe via Manila	"
Touyama M	Rock Hoi	Aton	"
Tak Hing	"	"	"

Clearances.			
Vessel	Agents	Where Bound	Departure
Linan	B & S	Shanghai	1st Nov.
Kelger	M M & Co.	London via S'pore	"
Karmala	"	Yokohama via S'hai	"
Yingchow	B & S	Shanghai	"
Huang	J M & Co.	Manila via Amoy	"
Taito M.	N Y K	Shanghai	"
India Arrow	Standard Oil	San Francisco via Amoy	"
Onofe	G & S	Yokohama via S'hai	"
Mahon	Tung Tuck	Kwang Chow Wan	"
Fern	Y K K	Keelung	"
Tak Hing	Rock Hoi	Aton	"

Impending Departures.			
(Compiled from our Shipping Advertisements.)			
Vessel	Agents	Destination	Sailing
Prea Madison	D O L	Manila	2nd Nov.
Kelger	P & O	Manila	2nd "
Sardinia	J M Co.	Kobe	2nd "
Hingpang	P & O	Hoibow	2nd "
Takada	D L & Co.	Calcutta	2nd "
Hibong	J M Co.	Shanghai	2nd "
Fouling	N Y K	Yokohama	2nd "
Sado M.	N Y K	Hankow	2nd "
Thoson	B & S	Shanghai	2nd "
Kromen	J M Co.	Swatow	2nd "
Kelung	N Y K	Panama	2nd "
Touyama M	"	"	"

Impending Arrivals.			
(Supplied by our Advertisers.)			
Vessel	Agents	From	Due Hongkong
Thoson M.	N Y K	Singapore	2nd Nov.
Foshimi M.	B & S	Free Onal	2nd "
Clangha	N Y K	Australia	2nd "
Fushimi M.	N Y K	Singapore	2nd "
Kashima M.	N Y K	Moji	4th "
Em of Burela	O P S Ld.	Shanghai	10th "
Hakosaki M.	N Y K	London	17th "
Hakosaki M.	"	"	1st Dec.

Consignees Diary.			
(Compiled from our Advertisements.)			
Vessel	Agents	Goods Stored	Free Storage Expires
Edmore	A O L	Kowloon	Nov. 3
Amesone	R R	Kowloon	Nov. 3
Orisid + Faure	A O L	Kowloon	Nov. 3
Orisid + Faure	A O L	Kowloon	Nov. 3
Orisid + Faure	A O L	Kowloon	Nov. 3
Orisid + Faure	A O L	Kowloon	Nov. 3
Orisid + Faure	A O L	Kowloon	Nov. 3
Orisid + Faure	A O L	Kowloon	Nov. 3
Orisid + Faure	A O L	Kowloon	Nov. 3
Orisid + Faure	A O L	Kowloon	Nov. 3

Steamers' Movements.
Hollomphow arrived at New York on 24th inst.
Poonson left Port Said 27th inst. for Genoa, Marseilles, Liverpool and
Ardal chas left Port Said 27th inst. for Genoa, Marseilles, Liverpool and
Glasgow
Rheims left Port Said 28th inst. for London, Rotterdam and Hamburg

ENTERTAINMENTS.

LAST SHOWING TO-DAY
BETTY COMPSON
CONWAY TEARLE
and Anna Q. Nilsson

"THE RUSTLE OF SILK"

To-morrow at 6, 7.30 & 9.15
LIONEL BARRYMORE

THE FACE IN THE FOG

the greatest of all the famous
Boston Blackie Crook romances.
THE CORONET.

Last Time To-day
THE STAR
To-night

YOUR LAST OPPORTUNITY TO SEE
The picture that has set the whole Colony talking

"ENEMIES OF WOMEN"

If you have not yet seen this remarkable film, by all
means see it to-night.

MATINEE at 5.30 TO-NIGHT at 9.15
60 cts. & \$1.00 \$1.00 & \$1.50

Children and Servicemen Half price
Booking at Moutrie's and The Star.

1924'S MOST MAGNIFICENT SUPER PRODUCTION "KEAN"

OR
(GENIUS AND DISORDER)

STARRING
I. MOZUKIN & N. LESIENKO

(THE WORLD'S GREATEST SCREEN DRAMATISTS)

Europe's most severe critics gave their unanimous
opinion that never before was a photoplay produced
with types carefully selected and with everything in
conformity with the epoch as this picture.

ALSO
NEW ROUND OF
"LEATHER PUSHERS" (Round 23)
FINAL SHOW TO-DAY, at 5.15 & 9.15 p.m.
BY ALL MEANS SEE IT.

TODAY & TOMORROW, at 2.30 & 7.15 p.m.
"DEMON SHADOW" Ep. 8, 9 & 10

World Theatre.

